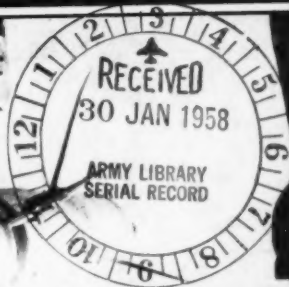


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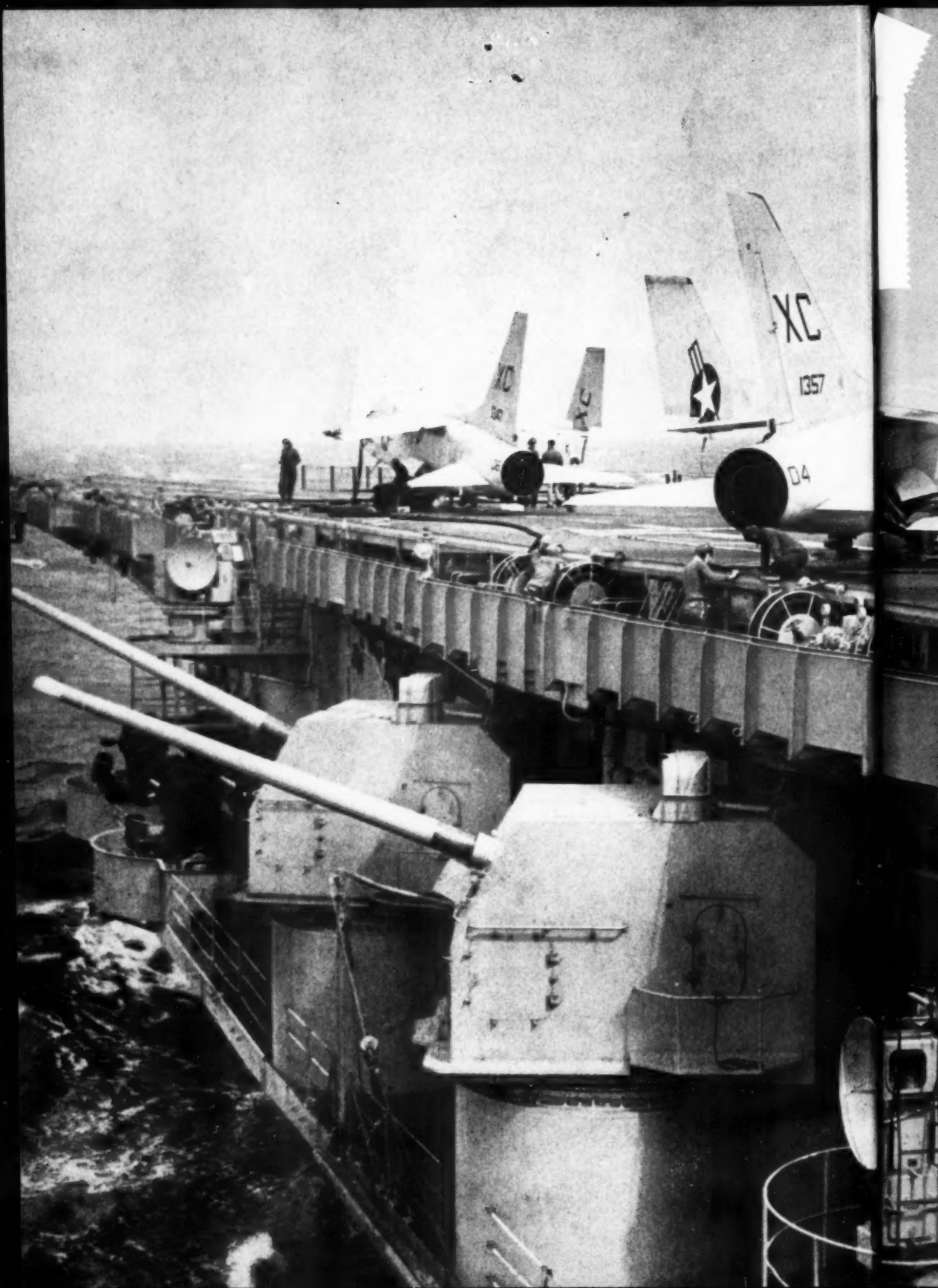
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



Periodical
Section

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for 10 readers. All should
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JANUARY 1958



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1958 Nav-Pers-O NUMBER 492

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The Chief of Naval Personnel

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• **FRONT COVER: ON GUARD**—Surface-to-air Terrier guided missiles stand alert in launchers aboard guided missile cruiser USS Boston (CAG 1) while crew member passes the word over sound-powered phone. Boston is now with CinCLantFlt.

• **AT LEFT: CRUSADERS ON GUARD** — USS Franklin D. Roosevelt (CVA 42) makes her way through gray seas as F8U Crusader jets are readied for launching on her catapults.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photos top left and bottom page 37 by The Commercial Appeal.





MOBILITY OF SEA POWER—Super carriers and atomic subs give today's Navy far reaching striking power.



GUIDED MISSILE cruisers pack a big punch in launchers.

SecNav and CNO—7

At the beginning of the New Year it's time for a recapitulation on the status of the New Navy. On this and the following pages *ALL HANDS* presents a report from twelve top Navymen on those aspects of the Navy which will play a significant role in the months to come. We start off with the statement of Secretary of the Navy Thomas S. Gates, Jr.

THE KEYSTONE ROLE of seapower and the Navy's vital place in the scheme of national defense is given full recognition in our sound defense organization by top government leadership. In the Defense Department, we have made great progress not only in building a New Navy, but a closer knit, smoother functioning, mightier defense machine—across the board—than we have ever had before.



SecNav Gates

Our balanced forces make up an Army, Navy, Air Force, Marine team of which all Americans can be proud.

In the design and organization of these forces, full recognition has been given to the "object of the ball game." The object is to provide military force sufficient to insure, working with our Allies, the peace and security of the free world.

For this we need forces sufficient to support our policy in *cold war*, sufficient to *deter piecemeal aggression* and to win decisively in hot but *limited war*, and sufficient to make it unthinkable to any aggressor to resort to *thermonuclear war*. This much we need—no more, no less.

Roles of the Navy

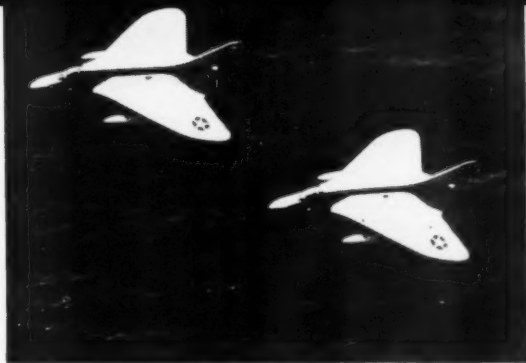
Within this framework and balance, what are the roles of the Navy? We feel they are these:

- To provide military, economic and political links across the seas for the nations of the free world, and to deny corresponding linkage to the nations of the Communist bloc; and second,
- To use the ocean areas as a springboard for offensive operations, and as a vast maneuvering area for the defense in depth of ourselves and our Allies.

Mobile naval power protects our interests in areas where we do not and cannot maintain permanent bases.

Naval power gives us the power of choice. Our government needs a choice of action when confronted with a dangerous international situation. It is as true today





OVER, UNDER AND ON the seas the New Nuclear Navy with its guided missiles is a powerful force for peace.

10- The Job of the Navy in '58

as ever that military forces with many capabilities are an absolutely vital tool to provide needed alternative methods to project U. S. power overseas.

Our naval task forces are tailored to:

- Military principles of mobility
- Concentration of power
- Economy of force

Precisely because of our ability to develop and use the new weapons systems, the Navy is a force of relative economy—which makes its future certain.

THE CHIEF OF NAVAL OPERATIONS SAYS

Here is an over-all brief on the New Navy, by Admiral Arleigh Burke, USN, Chief of Naval Operations.

THE NEW NUCLEAR NAVY is here today—a truly modern force with a ready mobile arsenal of missiles and nuclear weapons, soon powered by nuclear energy. The New Navy is a powerful force for peace.

Nuclear mobility and tremendous striking power keynote this modern Fleet. It is an integrated combat unit—a fast-moving—hard-hitting—self-contained force that carries its firepower—aircraft—missiles—and landing forces wherever it goes. But, the true significance of the new scientific Navy lies in the unlimited opportunities it creates for all hands.

This new scientific Navy is a fine tribute to technological achievement, pioneered by dedicated personnel in the service. Both have been essential to the progress personified by this modern Fleet.

The Navy of the Future—Today

Recently many modern ships were saluted with pride and satisfaction as they joined Fleet formations for the first time and strengthened our naval force. The arrival of these modern men-of-war has justified our profound faith in the Navy of the future—

- Nuclear-powered submarines—the first arrivals—brought us to the threshold of the modern age of mobility and endurance. *Nautilus*, our first, steamed 62,000 miles on a lump of uranium the size of a lightbulb.

- The modern *Forrestals* form the sinew and muscle of the New Navy's balanced and ready striking power.

- Operational missiles already in use by the Fleet today provide us with additional strength for security.

- *USS Boston* is the vanguard of a missile cruiser force without equal among the world's naval powers. They will insure that the air above surface forces is controlled by the Fleet Commanders, and will supplement long range naval striking power.

- Fleet ballistic missiles like *Polaris* will soon provide a new dimension of deterrent strength for the New Navy.

Fleet Marine Forces

An integral part of the New Navy, the Fleet Marine Forces are combat-ready for immediate action throughout the world. The Marine Corps has evolved progressive concepts of warfare in keeping with their historic role.

Our Fleet Marine Forces contribute concentrated assault power to this powerful Navy-Marine team. Vertical envelopment techniques provide the modern means of projecting seapower ashore in support of the naval missions.

In the nuclear-missile age a premium is placed on our ability to move and disperse. *The sea has become the frontier for future dispersal.* The sea provides vital strategic space and time—when these factors count.



ADM Burke

Ready and Mobile

The New Navy is a ready mobile Navy. Its tasks are complex and varied.

This naval power is instantly available to our government's needs throughout the world. For this reason our Navy has become accepted as the precision instrument of national policy.

New opportunities have unfolded. Opportunities for greater service—increased knowledge—greater contributions to national security—and greater personal satisfaction from a job well done.

Science and technology have provided the tools—the New Navy must provide the spirited leadership to insure that the job is well done. *Today's young petty officers and junior officers have the challenging opportunity to become tomorrow's leaders in the Fleet for the future.*

Change and Progress

The New Navy is already a part of us. Its altered appearance emphasizes change and progress. Beneath this modern profile is the true spirit of the Navy—the individual sailor doing an effective, necessary job. It is the men in the Fleet who spell success or failure in our mission to maintain freedom of the seas in peace, and to control the seas in war.

Revolution in Naval Weapons . . .

Vice Admiral John H. Sides, USN, Director of the Weapons Systems Evaluation Group in the Office of Secretary of Defense, gives this report on the potentialities of naval weapons and weapons evaluation.

IN THIS DAY AND AGE, with all the unbelievable developments of the past several years, our Navy's weapons systems are undergoing a true revolution.



VADM Sides

You will understand what I mean if you will reflect upon the fact that our fighters fly faster than the speed of sound, that submarines and cruisers can deliver tremendous destruction at ranges of hundreds of miles, that airplanes or whole formations of airplanes can be knocked from the skies from surface ships dozens of miles away, and that

enemy submarines can be detected and killed with a certainty un hoped for just a few years ago.

All these new capabilities—and there are more to come—don't just happen. They are the result of far-sighted planning, painstaking research and development, production of a quality hitherto unknown, and thorough testing and evaluation.

Tests and Demonstrations

Once the tremendous task of development and initial testing has been completed, the contractor is required to put on a full demonstration that he has met the terms of his contract by actual tests at the appropriate proving ground.

Once this has been accomplished there is conducted a Navy Bureau evaluation, in which Navy crews prepare the missiles for firing and actually put the systems through their paces with a view to uncovering any shortcomings which might detract from their usefulness in the Fleet. By the time the appropriate Bureau puts its stamp of approval on a system, it has really been "wrung out," but it still hasn't been to sea in the hands of the people who use it in case of hostilities.

Operational Development Force

Many years ago the Navy wisely established the "Operational Development Force" under CinCLant-Fleet.

This force consists of a large staff of experts in the various fields, plus certain ships and squadrons more or less permanently assigned. Other ships and squadrons are assigned temporarily to ComOpDevFor, for periods varying from a few weeks to several months, whenever

new weapons systems are ready to go to sea. This is where the final graduation exercise takes place.

These tests, conducted entirely by our seagoing personnel, cover every conceivable facet of the system, including actual tactical situations, the full logistic system, including replenishment at sea, training methods and procedures, maintenance problems, and the like. Tactics and doctrine are also developed.

Effective Weapons System

All this may seem like a long-winded procedure which could delay the time when we get effective weapons systems into service use. But this is one field in which haste really makes waste. When we consider the budgetary situation of today, and the cost of these new weapons systems, it is clear that we must be sure of our course. We must be certain, before we go too far in replacing the armaments of our ships and planes, that the new system does not contain any fatal defects which would prevent its effective employment against an enemy when the chips go down.

MISSILES FOR THE NAVY

The increasingly vital role of guided missiles in ships and aircraft of the Navy is discussed by Vice Admiral John Edward Clark, USN, Director of the Guided Missiles Division in Office of Naval Operations.



RADM Clark

GUIDED MISSILES have long since left behind the day when they were laboratory curiosities. The basic sciences have been mastered and missiles in all categories are working articles. The technical problems now are to:

- Increase reliability, and
- Extend performance in

range, accuracy, counter-measures and serviceability. I don't mean to belittle these problems, they are by no means minor and will yield only to the wholehearted attack of highly competent technical people.

But the point is that *missiles are in the Fleets—in ships, submarines and aircraft* and where we go from here depends a great deal on the Navyman at sea whose job it is to use them.

Men and Missiles

Guided missiles, more than any previous weapon, are dependent on the proper functioning of a complete system. And like automation in industry, these so-called "automatic" devices do not eliminate the man but on the contrary make his position in the system

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RECEN

NEW WEAPONS AT SEA—Terrier and Regulus are now well established veterans of Fleet's growing missile force.



...in a Missilized, Nuclear Fleet . . .

more important than ever. The missile will do its job only if every man in the system has done his job perfectly—excellent isn't good enough, it must be perfect with all that it implies.

Equipment must not only be operated precisely but must be checked and adjusted to peak performance. If one man among many, or one piece of equipment among many, falters, the enemy plane gets through or the missile doesn't reach its target or the enemy sub escapes. If the operator's job has been done right, then the technical man can put the finger on failures and mechanical weaknesses can be corrected and increased performance can be engineered.

Getting Rid of the Bugs

There is much that can be done toward working out bugs in systems during the development and evaluation phases. But in one area of system development, we can only call on experience and judgment—and the sailor at sea must come to our rescue. This is serviceability. Is the handling equipment adequate? Should the check-out equipment have more or fewer inputs? Is it faster and safer to have folding wings or quick attachables? Are the pointed wing tips dangerous? Are the shipping containers manageable? Are the handbooks adequate? All these questions and hundreds more like them must be asked by the operator and to many of the questions he must also provide the answer.

The final requirement for the successful transition to a missilized Navy is patience. The first systems will have many weaknesses but only by getting them into the Fleet and working with them will we make progress.

IMPORTANCE OF NUCLEAR PROPULSION

Nuclear power will have a tremendous effect on our Navy. Here's a report from Rear Admiral Hyman G. Rickover, USN, who heads Navy's Nuclear Propulsion unit in the Bureau of Ships.

THE NAVY'S TRANSITION to nuclear propulsion is well underway. The reasons for this rapid transition are simple. Nuclear power permits a ship or a whole Fleet to get where it wants when it wants.

- All new construction submarines will be nuclear-powered.

- In the surface Fleet, work has started on a nuclear-power plant for each of the three basic combatant types; the aircraft carrier, the cruiser and the destroyer. Ships already have been authorized for the first two types; a large destroyer (frigate) will be requested in the Fiscal year 1959 shipbuilding program.

For submarines it is accepted that freedom of move-

ment marks a tremendous improvement in submarine capability. Our diesel submarines were tied to the ocean surface. If they wished to move fast under water, they could do it for only a short time; if they wished to remain under water for as much as 24 hours they were restricted to slow speed and a small submerged radius.

Now all that is changed. Nuclear-powered submarines are even faster under water than on the surface; their extremely long ranges are becoming even longer.

Nuclear Mobility

It was not fully realized until *Nautilus* actually operated, just what a tremendous advantage of mobility the ship possessed. *Nautilus* could move with complete freedom beneath the seas.



RADM Rickover

The day of the diesel submarine was over.

What will nuclear power mean to surface ships?

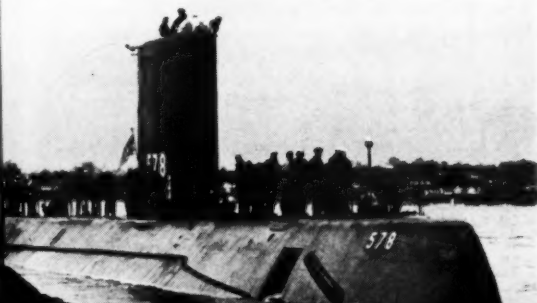
An individual ship, such as the guided missile cruiser *USS Long Beach* will, like the submarine, experience a great increase in mobility. It is well known that the captain of a ship must take heavily into account his available fuel oil supplies when planning any operation. The selection of speed is a balance between the desire to arrive at the destination in the shortest possible time and the need to minimize fuel consumption. The World War II Pacific operations are one long history of the struggle with supplies and replenishment. Nuclear power eliminates the problem of refueling at sea.

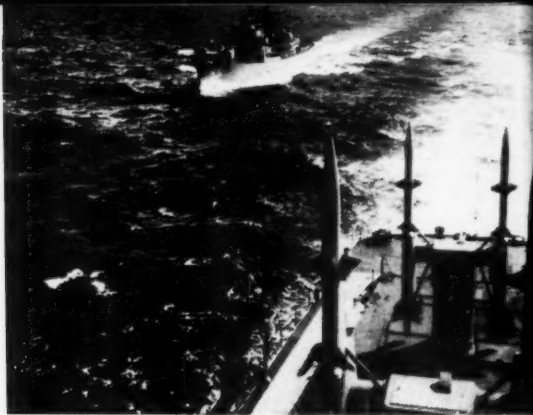
Nuclear Task Force

A task force by its very name, implies a group of ships which can be dispatched to a certain locality to perform a task. The ability to maintain such a force at sea in constant and rapid movement and to deploy it over great distances, without the necessity of concern over fuel supplies, will give to the task force a vast improvement over present day task forces.

All of the Navy's nuclear plants have one vital requirement: *intelligent, well trained crews.* Skill is needed to operate the plant and to maintain it. The training is difficult; it takes hard work and long hours of study. It represents a challenge to the men of the Navy, and I am proud to say that the men of the Navy are meeting this challenge. Personnel are needed from all units of the Fleet to work and learn so that they may do their part to help in the transition of the Navy from oil to nuclear power.

RECENT ADDITIONS to our nuclear powered submarine Fleet—*USS Skate, SS(N), 578* and *USS Sargo, SS(N), 583.*





THE MISSILE-ATOMIC age has brought about rapid changes in weapons and their systems in Navy ships and planes.

The Latest in Fighting Power . Science

New missiles, mines, bombs, torpedoes and other weapons are here or on their way into the New Navy. Here's a report from the Chief of the Bureau of Ordnance, Rear Admiral Frederic S. Withington, USN.

THE RESPONSIBILITY of providing weapons for the New Navy is a tremendous challenge. We in the Bureau of Ordnance who bear this responsibility and deal daily with its challenge are acutely aware of the Fleet's need for weapons of ever greater range, power and accuracy.



RADM Withington

The missile-atomic age into which we have progressed has placed unprecedented demands upon the designers of weapon systems for the Navy and, in turn, the new weapons systems call for greater proficiency from

the officers and men who man the Fleet.

The needs of the Fleet are the Bureau's first concern and a basic aim is to provide, along with superior performance, a built-in reliability and "maintainability" greater than that which has, up to now, been considered acceptable.

Samples of Post-War Developments

In the post-war period a number of new weapons have been released for service use:—

- An important first was *Terrier*. Its installation in *USS Boston* gave the U. S. Navy the world's first guided missile ship. The air-to-air missile *Sidewinder* is probably the most effective such missile anywhere in the world.

- To deal with the submarine threat there are new ASW homing torpedoes for use by submarines, destroyers and aircraft, plus another important first, the recently announced nuclear depth bomb, *Betty*.

Progress in 1958

These are a few significant examples of the new weapons for the New Navy. Looking ahead into the year 1958 there is a promise of more notable progress.

- The dual purpose missile *Talos*, useful against surface as well as air targets, will enter the Fleet in *USS Galveston*. *Talos* will provide defense against high performance air targets in a volume over 2000 times as great as that covered by conventional anti-aircraft guns.

Work is well underway to double the performance of the current *Terrier* and to improve still further the performance of the famous *Sidewinder*.

- The Bureau has been involved in the development of nuclear weapons since the earliest days of the Manhattan District Project. In continuing collaboration with the AEC it is bringing to release for service use an ever greater number of nuclear weapons to provide for a variety of tactical applications.

- The Mk 37 torpedo is a new high-performance, homing, antisubmarine torpedo which has already been accepted for use by submarines. It is now under evaluation for destroyers and it is anticipated that it will soon pass this test successfully. A weapons system which will permit a surface ship to destroy submarines at greatly increased ranges is undergoing shipboard evaluation and another system, with much greater potential, is under development.

- New mine developments continue to come along with gratifying frequency. The emphasis is on the submarine target and resistance to sweeping. Today's mines are more insidious than ever and a modern minefield is a truly formidable obstacle.

In this era the phrase "the man behind the gun" can well be changed to "the man with the weapons system." It is with this latter concept in mind that the Bureau of Ordnance faces its task of providing for the complex needs of the Fleet. The man or the weapon, alone is useless—only the combination can produce the ultimate result of destructive energy released at the right place at the right time to accomplish intended result.

YOUR NAVY—PRODUCT OF SCIENCE

Science and Research have been responsible for tremendous changeovers in the Navy. How science affects the Navy is discussed by Rear Admiral Rawson Bennett, USN, Chief of Naval Research.

THE REVOLUTIONARY nuclear-powered Fleet of the future now under construction is more than anything else a product of science.

The design and production of an advanced component or a new type of propulsion plant cannot begin until the scientist tucked away in his research laboratory has some time before worked out the principles in theory.

The relationship between scientific research and a

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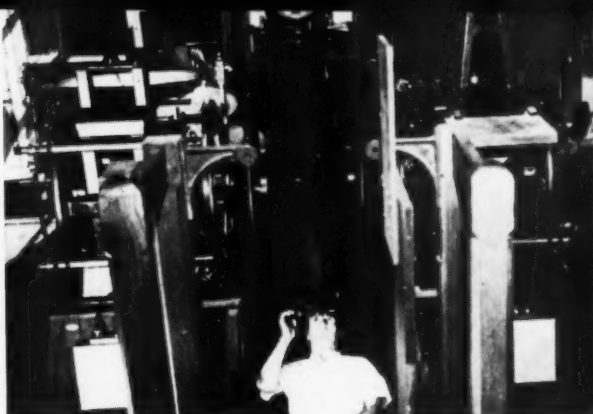


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BEHIND THE SCENES—The Navy's men of science are working to develop new and better gear for the Fleet.

Science Creates a New Navy . . .

new electronics device or guided missile is not readily apparent. This is because the work of the scientist is not aimed directly at a new development. His primary interest is in unlocking nature's secrets and giving us new knowledge about the basic forces of the universe. The practical value is that once man learns how and why something happens, he can then harness these forces and make them go to work for him.

Basic Research—Tool of Science

This search for new knowledge is known as *basic research*, and it is the primary concern of the Office of Naval Research.

ONR was established just after the end of World War II to make certain that the Navy would have the advantage of the latest scientific knowledge

in designing and building its postwar Fleet. By sponsoring and financing research projects mainly at universities and other academic institutions, the Navy not only gives a much needed boost to this country's basic research effort in general but also is in a position to convert this knowledge quickly to naval applications.

Let me illustrate with an actual example: A perennial problem is to design radar sets with increased range. An important key to this is to find efficient ways to amplify microwaves. Basic research in "solid state" physics, which is supported by ONR, recently came up with a new means of doing this. Known as the *maser*, it is not an electronic process but depends on molecules. It can amplify or oscillate with virtually no increase in background "noise." A radar receiver using this *maser* as a microwave amplifier will eventually be built and will radically extend detection ranges.

Navy and IGY

This is why the Navy is a major participant in the program of the International Geophysical Year or IGY. In addition to our deep involvement in the earth satellite program, the Navy's research rockets and high altitude plastic balloons are gathering for science a great amount of data about the phenomena in the upper atmosphere, the sun and cosmic rays.

This information will lead to improvements in *weather forecasting, long-range communications, map-making, and navigation*, all of which are important to future naval operations.

Navy research is not only aimed at the machines of the future. The Navy is vitally concerned about the men who will be called upon to operate these machines. As the Navy's technological progress speeds forward, the Navyman is being asked more and more to undergo new stresses and strains that few could imagine a decade ago.

Breaking the Trail for the Navyman

Whether he is required to live for weeks beneath the sea in a nuclear-powered submarine or to be hurtled through the air at supersonic speeds, Navy research has broken the trail ahead of him to assure his safety and ability to withstand these conditions with margin to spare.

In preparation for the demands of the future, ONR is doing things like Project Stratolab, which has sent a team of naval observers as high as 86,000 feet into the stratosphere where they remained for several hours. In these ways, information is gathered leading to the eventual conquest of space.

We cannot forecast all that will be part of the future, but we do know that it is *the Navy's basic research program* underway today that will make them possible.



RADM Bennett

A Bonus for Everybody

Navy-sponsored research not only gives the Navy new weapons and devices but provides the general public with a bonus. For example, a recent product of the Navy's research effort is the transparent flat plate television picture tube developed to provide a new type of aircraft instrument panel. The pilot, instead of busily scanning numerous dials and gauges, gets his informa-

Navy's Role in the Atlantic . . . And

What is the job of the Atlantic Fleet in today's and tomorrow's Navy? To get the answer to this question we turned to Admiral Jerauld Wright, USN, Commander in Chief, Atlantic and U. S. Atlantic Fleet, and Supreme Allied Commander, Atlantic (SACLANT).

YOU CAN LOOK AT the Atlantic Ocean as an idea. Behind the Atlantic Ocean Idea lies the changing character of the Atlantic Ocean itself, which was for centuries a large, mostly empty body of water, allowing free passage of ships bent on exploration, colonization and commerce.



ADM Wright

Later, for us on the western shore, the Atlantic was a barrier against aggressors, a barrier seemingly impregnable in nature. We have seen this barrier weakened and our isolation crumbled by the seven-league

boots of modern science. We were convinced of the importance of friends and allies—and we joined an organization created to meet the needs for collective security in the nuclear age.

NATO—Collective Security

Although the collective joining of nations to preserve security is not new, the scope of the Atlantic Ocean Idea, embracing the many NATO nations, is vastly greater in area and population than any other such organization in the world.

Supporting this organization from day to day is the job of the men of the Atlantic Fleet. The Atlantic Ocean Idea, to be made a reality, demands increased readiness of the men and ships of the Fleet at sea, often far from home and for relatively long periods of time.

When we subscribed to this idea, we realized that we must modify certain desirable features of scheduled operations to reflect this increased readiness. The present deployments are an important part of this increased readiness. They enable us to meet more effectively the Atlantic Fleet commitments to perform certain missions and tasks in the interest of national security. Fortunately the tasks involved in this big job increase rather than lessen the opportunities to develop our skills as seamen.

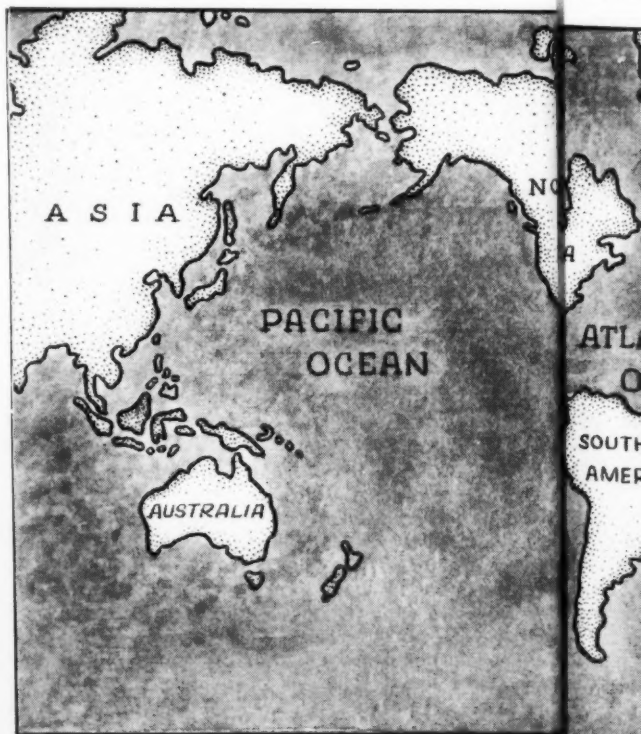
On the Defense, On the Offense

With the advent of nuclear-powered ships and guided missiles comes the need for intensive training designed to orient each and every man, unit and Fleet component toward the necessary cooperation with our NATO allies. This is required to enable us to carry out defensive and offensive concepts, in order to minimize the threat imposed by an enemy bent on obtaining control of the Atlantic and on cutting our communications with our allies and overseas land-based forces.

The protection of merchant shipping, the life line between our industrial potential and its strategic raw materials, also comes within the realm of the Atlantic Fleet's wartime tasks. Our strategically placed ASW forces and ocean AEW barriers lend inestimable assistance to the air defense of the United States. They also assist in keeping the shipping lanes clear of submarines dispersed to destroy allied merchant shipping and troop movement in war.

The importance of continual intensive training, on a unit and Fleet level, cannot be over-emphasized. The ability of the United States and its allies to launch effective strategic offensive operations against sources of enemy naval power must be maintained. We maintain this ability through our mobile striking forces which are well trained, well balanced forces comprised of men and ships which react with assurance during any emergency or during any type of war.

Our tasks in the Atlantic, whether they are logistical, amphibious, sub-surface, striking force, antisubmarine defense force, barrier force, or whatever phase in which you may be engaged within the Atlantic Fleet, serve



And in the Pacific Ocean Area . . .

a common objective—the determination to retain allied control of the Atlantic.

The retention of the confidence of our allies in our ability to uphold our belief in freedom and the rights of individuals, and our contribution of offering a powerful deterrent capable of discouraging any aggressor, depends directly on the Atlantic Fleet.

Understanding this, we can all see that by our presence and through our skills, the Atlantic Ocean Idea grows in strength and in contribution to the defense of our homes and loved ones.

THE JOB IN THE PACIFIC

The Pacific is the largest maritime area in the world. Reporting on the Navy in this area is Admiral Felix B. Stump, USN, Commander in Chief, Pacific and U. S. Pacific Fleet.

TURNING THE PACIFIC OCEAN into focus as an idea—a military concept—it is necessary to look at a globe of the world. Turn the globe around until the Pacific Ocean spreads out before you with the International Date Line directly in front of you. The Hawaiian Islands, where CinCPac headquarters are located, will be slightly to your right. Pearl Harbor lies 2100 nautical miles west of the North American coast, but the coast of Asia measures some 3500 miles further to the west. Truly a vast area of enormous distances even in this shrinking world of jet travel.

Hold the globe up and the side facing you is almost all blue—the largest maritime area in the world.

- The Pacific Ocean and the countries that ring its perimeter cover more than half of the earth's surface. Within this area lie many countries—some friendly and

some unfriendly—representing a major portion of the political, economic and military power of the world.

- The Pacific Command is not mere geography. The lines drawn by the Joint Chiefs of Staff are for guidance only. The true significance of our responsibility rests with the forces assigned here, and our allies in these areas. Without a strong and modern force, composed of Army, Navy (including the Marine Corps) and Air Force working hand in hand with our allies, those lines of responsibility would be empty of meaning. They would be simply statements of intention rather than determined forces in being.



ADM Stump

To Defend This Area

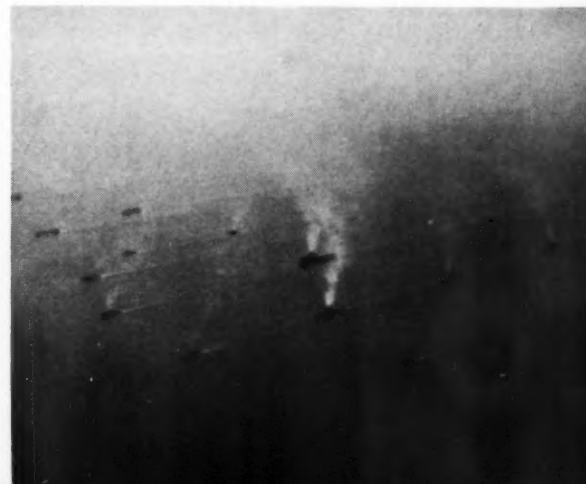
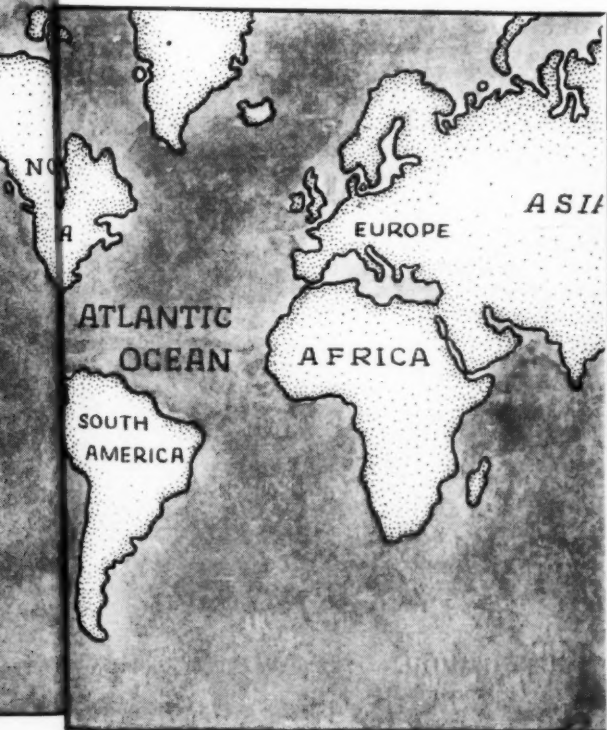
Look at your globe again. You will see that to defend this area and to use the Pacific as a bridge to our friends in Asia, Australia and New Zealand, we must have mobile striking forces and control of the seas.

The United States Pacific Fleet with its Fleet Marine Force is ideally suited to meet this challenge. Together with the Pacific contingents of the Army and Air Force, the Fleet stands ready to meet aggression and to punish those aggressors. Our modern forces can be tailored in size from the largest nuclear weapons to the helicopter carrying a Marine fire team.

With the addition of the new attack carrier, *uss Ranger*, and the new nuclear submarine, *uss Sargo*, and the introduction of the most modern aircraft and missiles, 1958 will see a strengthened, harder-hitting Pacific Fleet.

The most modern weapons systems are vitally needed because so much geographic area must be covered with so numerically few units.

But the most modern of weapons are of little value without the officers and men who must operate them. Only through training and the dedication of these men has the Pacific Fleet gained its stature as one of America's primary fighting forces. It assures us, as it assures our friends in Asia, that these men, with their weapons, are quite capable of preserving our freedom.



Eyes on Sixth, Seventh Fleets . . .

To the Navyman the Mediterranean means the Sixth Fleet. The job of this trouble-shooting force and its readiness are discussed by Vice Admiral Charles R. Brown, USN, Commander Sixth Fleet, and Commander, Naval Striking and Support Forces, Southern Europe.

THE WORD readiness takes on a very special meaning here in the Mediterranean. On these ramparts of the Free World the Sixth Fleet must be ready for whatever the next hour may bring. And who can say what that will be?



VADM Brown

For us there can be no luxury of dreaming of tomorrow's technical advances or revolutionary concepts.

A "promissory" missile, plane or radar is no help. The bell could ring at any time. The balloon could be ascending as I write this. We must, of course,

be ready to assimilate and make best use of whatever is new and better as it comes to us.

What We Have—Today's Navy

But above all we must be *ready to go, go, go*—right now, with what we have in hand.

- Our attack carrier force must be instantly ready for the holocaust of all-out nuclear war.
- Our amphibious force must be ready to evacuate Americans from whatever quarter a call may come, and as soon as it comes.
- The whole Fleet must be ready for the steady erosion of a limited war.
- We must be ready for the many, varied and exhausting demands of cold war. We must, in fact, be ready for the whole gamut of jobs which a well-balanced Fleet, and only a Fleet, is so admirably and exclusively able to do. Not tomorrow—Right now!

The Navy of the future will always be on a drawing board. But wars are fought by forces in being. Wars are lost by forces that are not ready. The Sixth Fleet is a ready Fleet and it is a Fleet that has come to stay.

THE SEVENTH FLEET

The major trouble-shooting force in the Pacific area, operating within close range of Japan, Korea and Taiwan, is the Seventh Fleet. Vice Admiral Wallace M. Beakley, USN, Commander Seventh Fleet, says:

READINESS" has become a household term in the Seventh Fleet. It's a comprehensive word that denotes a condition, and we find its influence deeply interwoven in all respects of Seventh Fleet operations.

"Readiness" means different things to different people. Basically, it is achieved through gaining and applying sound basic knowledge—plus good equipment, acceptable skills, consistent training, sound planning and, above all, the proper state of mind of men.

The Seventh Fleet has to be ready to take on all the assignments that are required to accomplish its mission, and be able to perform them at ANY time.

At All Levels

- Readiness to a Seventh Fleet destroyer captain should mean the establishment of those conditions within himself, his officers, men and ship which will enable him to meet consistently and perform satisfactorily all operational tasks which his seniors may call upon him to perform or which his own initiative may demand that he do.



VADM Beakley

who is a deck officer on board an MSO should mean the establishment of those conditions within himself, his men and ship which will allow him to perform successfully any deck duties as may be assigned him.

- Readiness, to the second class engineman on watch on board one of our CVAs, should mean the ability for him to set a condition of readiness within himself, his subordinates or equipment, so as to complete satisfactorily any requirements placed on him.

The above examples, although few in number, serve to point out that over-all readiness to be successful *must be achieved at all levels.*

With world conditions as they are today, the need for readiness is obvious. There is no easy road or simple short cut that I know of to achieve a ready Fleet, ready ship, ready officer or ready sailor. It takes hard work, training, skillful planning, and most important, a healthy outlook in our minds and in our hearts. That's our job, and we'll do it from seaman to admiral and from the smallest minesweeper to the biggest flattop.



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... On the Job: the New Navyman

The Navyman operating the equipment, manning the ship, flying the plane—the Navy-trained and educated sailor—is the subject of this report, by Vice Admiral James L. Holloway, Jr., USN, Chief of Naval Personnel and DCNO (Personnel and Reserve).

TRADITION, VALOR AND VICTORY—the Navy's heritage from the past—are terms related to the actions of people. It is the *people* of the sea service who have made our Navy great.



VADM Holloway

The real measure of the power of the Navy is in its trained manpower. Ever since John Paul Jones went aboard the flagship *Alfred* and started to train her crew, the Navy has recognized the value of training.

The Technological Sailor

We can point with pride to the following examples of personnel training and education where our Navy has led the way:

- *Nautilus* was the world's first successful nuclear powered ship. It has now far outstripped Jules Verne's legendary "*Nautilus*" which in his imagination steamed 20,000 leagues under the sea. The real life feat was accomplished by the ingenuity, vision and hard work of *educated* and *trained* men of our Navy.

- From the time a man enlists in the Navy, on through his career, he has the opportunity to train as a specialist. He operates and maintains the vehicles of technological warfare. He deserves and he gets the best technical and scientific training given anywhere to anybody. He can train in one of the following fields (to mention just a few): electronics, nuclear propulsion, radio and radar, guided missiles, engines, aviation, cryptography or communications.

- Our enlisted technical schools and training methods rate with the best in the country. Civilian educators have borrowed techniques designed by us and the Navy in turn has adopted their methods for our use when they best suit our purposes.

One difficulty we do have—we train our men so well that they are in great demand by American industry. We regret their loss—for we need them badly—but our loss is, in this instance, the country's gain.

- Our place in the forefront in training enlisted men is illustrated by the Navy Enlisted Advanced School Program (NEASP). This program provides carefully selected petty officers four years of engineering education in two of the nation's finest engineering schools. This program is based on a new philosophy. Technicians who have learned to work with their hands are taught the engineering theories necessary to a full understanding of the complex electronic, missile, and communications devices that are now arriving in our ships.

Education Up Through the Ranks

These enlisted training programs are representative of just a portion of the over-all training available. For officers, here are some additional examples:

- Midshipmen at the Naval Academy study a four-year curriculum which totals 156 semester hours. This is about 30 more than colleges usually require for a bachelor's degree. One-half of the 156 semester hours are in sciences, mathematics and engineering studies.

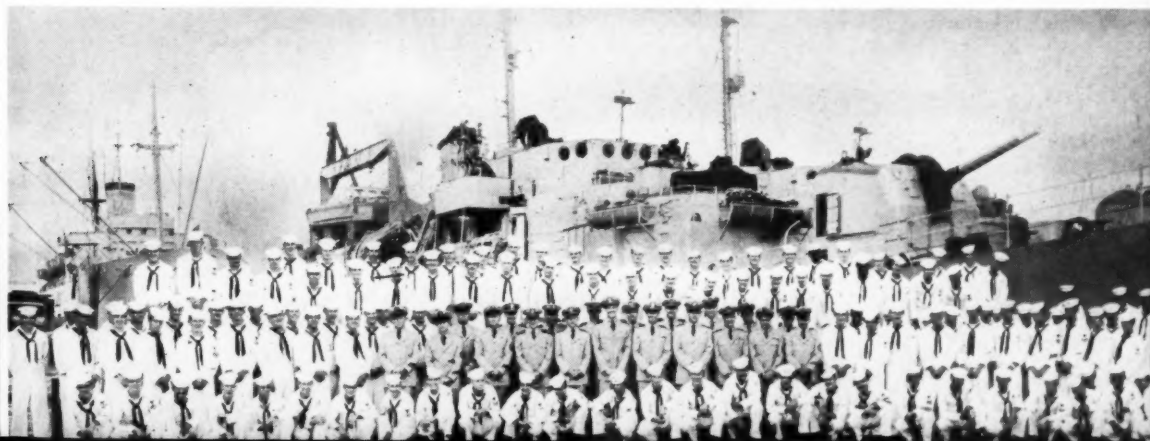
- Through the NROTC program, the Navy has been subsidizing college educations since 1946. In this program, also, the Navy has long emphasized scientific and engineering studies. Mathematics and physics are required courses. About 50 per cent of our NROTC graduates are engineers.

- For officers of scientific promise, the Navy provides postgraduate courses in the most prominent civilian educational institutions and in the Naval Postgraduate School at Monterey, California. This latter school rates with the best engineering colleges in the United States. It is the only service-operated school in the country authorized by law to grant degrees for engineering studies up to and including the doctorate.

Take Your Pick

The scope of the Navy's technological education effort is well understood by a listing of the areas in which courses are offered: Engineering (Aerological, Aeronautical, Electrical, Electronics, Mechanical, Hydrographic, Advanced Nuclear, Ordnance, Petroleum), Nuclear Reactor Technology, Mine Warfare, Naval Construction and Engineering, Oceanography, Operations Analysis, Advanced Science, Advanced Mathematics and Technical Science.

It is a major responsibility of the Navy to see to it that our personnel are properly educated and trained for the nucleonic age. Never have our opportunities and our responsibilities been greater.



THE TECHNOLOGICAL AS

THINGS HAVE CHANGED in the U. S. Navy since the frigates *uss Constitution* and *United States* sailed rail to rail with a budding fleet of steam warships, and since sailors stormed ashore to occupy Mexican California in the name of the American government.

Officers no longer bathe in dishpans nor do sailors sleep in hammocks, and today "going aloft" means painting the mast or fixing the radar gear.

Just as the appearance of automobiles and the design of their engines have changed over the years

of the builder of America's first steamboat.

Many old-time Navymen, however, could not picture steam-powered machinery replacing wind and canvas. Even after she proved herself practical, *Fulton* was later equipped with sails by leaders of the old school and was not very active during her short career. In 1841 the Navy launched *uss Mississippi*, our first ocean-going steam-driven capital ship.

From Sails to Steam

Through the efforts of far-seeing men like Commodore Matthew Cal-

years from the unlocking of the atom to nuclear power.

A Few Decades Back

Just in the past 40 years, the changes have been many. They include the advent and improvement of radio, of underwater sound, radar, the phonetic alphabet, and the brand new Navy of electronics, supersonics and nucleonics. But always, there was the constant changing, establishing and disestablishing and combination of rates to keep pace with the evolution of a modern Navy.

These changes within the rating structure are necessary because no



Nuclear Power



Fire Power

so, too, has the Navy changed. Even though some changes came about rapidly, they appeared easy because you adapted yourself to them as a matter of daily routine—as easily as going to the Navy Exchange or ship's store and buying a new item that you've read or heard about.

The first mine, the first torpedo, the first plane and many other "firsts" all established a new era in the Navy.

If you were asked to pinpoint the greatest advance in the Navy, the chances are that your answer would be the conversion to steam. Shortly after the War of 1812, the Navy launched *Demologos*. She was our first warship to use steam and was later rechristened *Fulton* in honor

braith Perry, USN, the Navy was becoming more steam-conscious. Perry, who is referred to as the "Father of the Steam Navy," had been enthusiastic about the possibilities of steam while in charge of construction and in command of the Navy's second steam frigate *Fulton II*. Steam was now hailed as the most important naval development since the cannon.

This steam era brought along many new changes that were swept up and carried ahead on the crest of modernization. And these changes, moving slowly at first, quickly gathered speed. It has been said that it took 400 years for navies to shift from spears to gunpowder, 75 years from sail to steam, but less than 12

matter how much new machinery or equipment is brought into play, it still takes men to man them. And the work of the scientist has no significance if the men of the Navy do not know how to operate or care for the equipment developed by the scientist.

During the period 1921-1925, the ratings of *Landsman*, *Oiler*, *Plumber* and *Fitter*, *Sailmaker's Mate*, *Seaman Gunner* and *Special Mechanic* went out the nearest port. When these ratings were disestablished, the Navy had its eye to the future by bringing in the ratings of *Aviation Pilot* and *Torpedoman*. Many other ratings were to receive the same treatment in the years to follow.

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ASAILOR

gers became *Aviation Machinist's Mates*, *Blacksmiths* became *Metal-smiths*, *Buglemasters* disappeared until 1947 when they were incorporated into the Quartermaster rating, and the duties of *Coppersmith* were absorbed by *Metal-smiths*. The birth of the *Aviation Machinist's Mate* came into being along with *Aviation Ordnanceman*.

Yesterday's Navy

The rating structures have changed and rechanged, some were discontinued while others were absorbed or newer ratings established. The eye was always to the future and what was going to happen beyond the future.

But somehow it just doesn't seem fair to leap into the future without taking a nostalgic glance into the past to see what made this Navy what it is today. Some men in the Navy today watch a rapid-fire 5-inch gun blaze away and that's all they see. Others can look at this same gun and see the conglomeration of ship's cooks, boatswain's mates and seamen operating a manually controlled 4-inch gun on the heaving bow of an old four-stacker. The crew is a little tense, waiting for the command to fire and when it does come, accompanied by the buzzer, the trigger is squeezed—and nothing happens. Another squeeze and another until someone yells, "Kick it off!" He must have, because there's the loud report followed by a cloud of black smoke which curls its way over the bridge. Maybe the shell would splash a hundred yards from the ship or go off into the void of limitless space. Or possibly it would glance off the water and skip into the target and a great cheer would go up from the crew.

If it hadn't been for these men and others before and after them, the Navy wouldn't have accumulated the knowledge with which to build the weapons of today.

Before and After Radar

Some "marvels" of their time are taken for granted today. One of these would be radar. Before it came along, the art of stationkeeping in maneuvers and convoy was a very intricate and hazardous problem. In 1937, a 200-mc radar was tested at sea on *uss Leary* (DD 158). Two years later, aboard *uss New York*



Electronic Power

(BB 34) while she was in a Fleet problem in the Caribbean at night, a greatly improved 200-mc was undergoing another test.

A group of destroyers (without radar) were attempting a torpedo run on the line of battleships. All ships were in darkness. A group of men in Air Plot on the battleship were peering intently at a small fluorescent screen when a slightly higher hump appeared in the jagged green line wavering across the screen. They let the "hump" come to 5000 yards, trained a searchlight in the direction of where the hump was coming from, illuminated and picked off the oncoming destroyer.

Radar had come to life.

Upon the shoulders of radiomen fell the brunt of keeping up sound and radar equipment. Operators of this equipment (*Soundmen* and *Radar Operators*, then) were usually, *Yeomen*, *Storekeepers*, or *Seamen* who, if they could distinguish between a "ping" and a "pong," were awarded five dollars extra a month. Communications increased and Radiomen couldn't be spared to keep up extra equipment. So, in 1943, there were established two more ratings: *Radarman* and *Sonarman*.

With the rapid changes taking place in these modern times, there is hardly a rating in the Navy that is not, in some way or another, closely connected with either the

Yesterday's Power





CHANGING RATINGS—Navy, in pace with the times has changed its rating system, dropping outdated ones and adding ones such as guided missileman.

operation or maintenance of nuclear, supersonic and electronic devices which have started to change the face of the Navy.

Modern combatant ships, even without atomic power or guided missiles, are exceedingly intricate. They represent the most complicated electronic equipment and machinery ever assembled by man in a small place.

How It Was on a Four-Stacker

To get some idea of how new types of equipment replace the old, and to appreciate the advancements made in the electronics installation in a Fleet destroyer, it is only necessary to go back a quarter of a century and live again the "good old days" in a U. S. Navy four-stack tin can.

To carry out its mission, the de-

stroyer of 25 years ago had a very small electronics installation consisting primarily of three basic types: radio, sound listening devices, and a direction finder.

The radio room, which was located on the main deck immediately below the bridge, was approximately eight by ten feet. Installed in this room were the transmitters and receivers with room for three operators.

The standard installation consisted of a model TU series transmitter for low-frequency coverage. Because destroyers of that era had no need for a high-frequency transmitter, none was installed.

The TAD transmitter covered a frequency band from 2000 to 3000 kilocycles and had two electron tubes with a rated output of 100

watts. The TAD was, by its nature, a short-range medium-frequency transmitter used primarily for division or squadron communications during tactical maneuvering and for routine traffic when in port. It had a vertical wire antenna about 40 feet long.

Microphonic—With Peanuts

Three receivers were provided on those ships—models RE, RF, and RG, with a combined frequency coverage of 10 kilocycles to 20,000 kilocycles. The old-timers will well remember these receivers for their wonderful "microphonic" response when they were tapped with a finger or hand, or while an operator was trying to copy a weak signal with a typewriter. The receivers had the "peanut" type of electron tubes, which were battery-operated, with two volts on the filament and 45 volts on the plate.

The direction finder was a standard low-frequency receiver with some added refinements. It had a rotating loop antenna mounted atop the after deckhouse. It was used to determine the bearing of a received signal within the frequency range of the receiver.

The sound installation on a destroyer in 1930 was very limited, consisting of several hull-mounted hydrophones on the port and starboard sides. The hydrophones were connected to a receiving device in the ship so a good operator could obtain approximate bearings of contacts. In the early thirties an underwater telegraph communication system was developed and installed.

All this equipment contained a total of 30 vacuum tubes and had two transmitting antennas and three receiving antennas.

Electronic Installation—\$30,000

The total cost of the electronic installation in a four-stack destroyer was about \$30,000. The cost to install was approximately \$7000. These figures, it must be remembered, were the going price during the days of the depression.

To maintain and operate the equipment on a typical 1930 destroyer, the ship was allowed, and usually had on board, a *Chief Radioman*, one *Radioman first*, second, and third class, and a *striker*.

The chief, who was usually the material man, was charged with the maintenance and upkeep of the equipment. He was assisted in this

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MOST IN YESTERDAY'S SHIPS—USS *Constitution* was pride of the Navy and sea before steam power and steel hulls replaced wooden sailing vessels.



job by the first class. The second and third class radiomen and the striker usually stood the operator watches except when more than one watch stander was required.

Maintenance was minor and consisted primarily of battery charging, tube changing and occasional receiver repair. Once in a great while there was transmitter or motor generator repair.

New Look in Transmitters

In the mid-thirties the Navy acquired the first new destroyers built in about 15 years. These destroyers incorporated many improvements over the four-pipers in tonnage, hull length, beam, topside outline, engines, ordnance and electronics.

Each ship had a low-frequency transmitter model TAJ (covering a range from 175 to 600 kilocycles); a medium-frequency/high-frequency transmitter (covering 2000 to 18,000 kilocycles); a low-frequency receiver model RAA (covering 10 kilocycles to 1000 kilocycles in five bands); and a medium-frequency/high-frequency receiver model RAD (covering 1000 kilocycles to 30,000 kilocycles in eight bands).

The RAA and RAB models were the first "superheterodyne" receivers installed in destroyers. Operated from the ship's powerline, they eliminated the need for batteries.

Sonar Comes Aboard

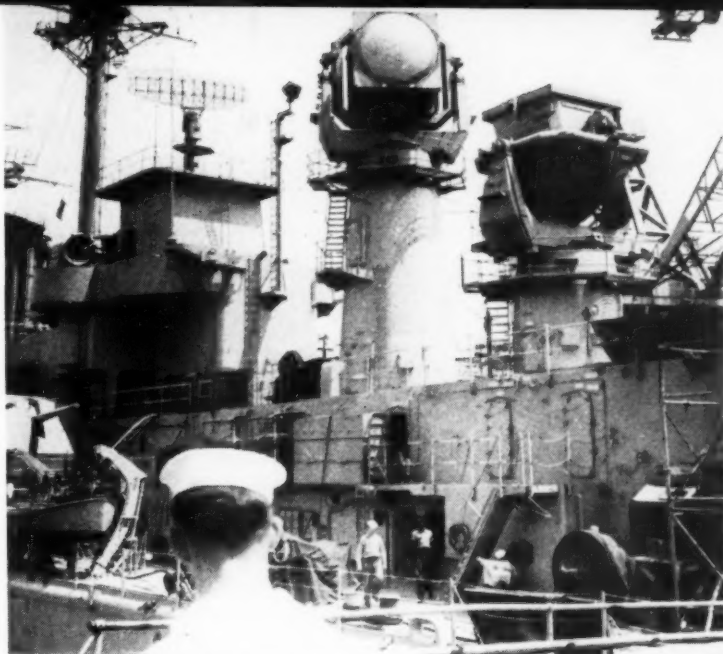
In addition to the radio transmitters and receivers, each ship had a low-frequency direction finder and an improved underwater sound installation. For the first time, sonar equipment with echo-ranging capabilities was installed in destroyers. The first of these units was designated model QC.

The QC equipment, plus later models, was a mainstay of U. S. antisubmarine warfare all through World War II. Many refinements and some improvements in presentation of information, such as the bearing deviation indicator (BDI), were installed in the Fleet as rapidly as they were produced.

And Then—Radar

When World War II began, and as equipment became available, destroyers and other Fleet units were outfitted with a new development in electronics—*radar*. The first types of radar to be installed on destroyers were the SC series air search radar, and the FD (later designated Mark 4) fire control radar.

Before the close of World War II,



INSTEAD OF SAILS ships' masts now support vast networks of radar antenna. Here, sailor eyes king-size missile guidance radar on USS Canberra (CAG 2).

many other new techniques appeared in destroyers and in other types of ships. An electronic method of identification was introduced in which the principles of radar were used.

The cost of the electronics installation (not including that of fire control radars) on a Fletcher-class type of destroyer at the end of World War II was about \$150,000. The cost to install the equipment was about \$50,000. The total number of electron tubes in a typical installation was many times the number contained in a four-stack destroyer; the two radars alone had more than 100 tubes.

At that time, the number of tech-

nicians allowed and on board had not been increased in proportion to the increase in quantity and complexity of equipment. Many destroyers had on board only one or two qualified technicians to maintain all of the electronic equipment, including the fire control radars.

It's Electronics All Over

From the close of World War II until the present, the Bureau of Ships has been constantly striving to place the latest types of electronic equipment in destroyers. Improvements have been made in all fields of the art.

In addition to the improved air and surface search radar facilities, a third type of radar has been in-

MOST IN TODAY'S SHIPS—USS *Saratoga* (CVA 60) and her super carrier sisters form quite a contrast when compared to the 'big' ships of past years.





ONE OF THE MANY uses of radar and radio at sea today is shown as an air controlman talks down an unseen aircraft, trying to land with zero visibility.

stalled in certain destroyer types. It is referred to as a *height-finding radar* and is used almost exclusively in anti-aircraft defense.

However, in case of a failure of the conventional air search radar, the height-finding radar can be used for that purpose and still continue to function as a height-finder. This radar determines the range, bearing, and height of any aircraft from which it receives an echo. It has a high-power radio-frequency output and provides reliable long-range capabilities.

New and greatly improved meth-

ods of electronic identification have been incorporated into the electronics installation in destroyers. They function in a manner similar to their predecessors but have many refinements and advantages.

Great strides have been made in electronic countermeasures, and the very latest of these equipments are installed in our Fleet destroyers. Enemy electronic transmissions of practically any type can be intercepted and analyzed without the enemy becoming aware that he has been detected. Further, through special circuits and antennas, his

bearings and range from the intercepting ship can be determined.

Electronics Under Water

Perhaps the greatest strides in destroyer electronic installations have been made in the underwater field—principally since one of the primary missions of a destroyer is antisubmarine warfare.

Other important improvements have been made in the communications field on a new Fleet destroyer. An example is the DD-931 class. In these ships, the class allowance consists of four MF/HF (medium-frequency, high-frequency) transmitters, with power output and coverage adequate to meet the requirements of present-day communications.

In addition to the MF/HF transmitters, the ship has a large number of manually and automatically operated ultra-high-frequency transmitters. Two very high-frequency transmitters will eventually be replaced with UHF equipment.

To connect the transmitters and receivers properly many transmitter and receiver switchboards have been installed in the main radio room, in the combat information center, and in auxiliary radio. This arrangement gives maximum flexibility of use of the equipment from any space on the ship that has the necessary remote control facilities. Some spaces that are so equipped are the pilot-house, the open bridge, underwater battery plot, and, of course, radio central and CIC.

Teletypewriters Too

The modern destroyer also has three teletypewriters and associated terminal equipment providing for transmission and reception of printed page messages at 60 words a minute. The teletypewriters are in radio central and CIC.

The space required to install the radio communication equipment in a DD-931-class destroyer is about 300 square feet, not including that required at the remote operating positions nor for all the bulkhead-mounted components. Large though this may seem to the old destroyer man, the "shack" is still cramped for space. Without miniaturization and compactness, the space requirements would be absolutely prohibitive on this type of ship.

However, reduction in size by miniaturization techniques has placed an almost unbearable burden on the technical force of the ships. No longer is it possible to make repairs

ALL HANDS



MISSILE CLASS—Navy training has had to change with men and ships. Here, Navy students learn about guided missiles at school in Dam Neck, Virginia.

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and test the receivers and transmitters with a "pair of gas pliers" and a "borrowed multimeter."

The total cost of the electronics equipment (not including fire control) on a DD-931-class destroyer is about \$700,000 and the cost of installation \$355,000.

From 30 to 400 Tubes

To illustrate the increase in the maintenance load, the number of electron tubes used today can be compared with a World War II destroyer, and, even farther back, the old four-pipers. The complete electronic installation on the DD-931 class takes approximately 4000 electron tubes and the circuits necessary to operate with them. When the 4000 tubes are compared with the 30 on the old destroyers and with about 250 on the World War II destroyers, the increase in maintenance is readily apparent.

The technical force allowed for the DD-931 class is a *Chief Electronics Technician*, three lower ratings, and possibly a striker. These three, or possibly four, men are responsible not only for keeping all the installed equipment operating, but for the proper use and maintenance of some 40 pieces of extremely complicated test equipment.

Electronic, Supersonic, Nucleonic

We've been using the electronic changes that have taken place in destroyers as just one example. This illustration points up one small part of the many changes occurring throughout the Fleet that go into the make-up of changing the face of the Navy.

The past 10 years have been marked by an almost explosive development of technically complex weapons for the Navy—guided missiles, supersonic aircraft, complex electronics, atomic weapons as well as nuclear propulsion.

Atomic powered ships operating with the Navy today are *uss Nautilus*, SS(N) 571, and *Seawolf*, SS(N) 575. Other elements of the Fleet now in the supersonic age are being equipped with the missiles *Talos*, *Sidewinder*, *Sparrow*, *Terrier* and *Polaris*.

The future shows that more nuclear-powered ships are in the works; some on the drawing boards, some off; still others are on the ways. Commissioned in December was *uss Skate*, SS(N) 578. Appropriations have been approved for the construction of four more atomic-



OLD SCHOOL—Classes like this 1903 instruction session in wireless telegraphy paved the way for the unbelievable electronic gear used by the Fleet today.

powered submarines in the fiscal 1958 program. Three of these will combine advantages of nuclear power with missile armament. The fourth will incorporate a promising nuclear power plant of new design.

The appropriation also covers the building of an 85,000-ton attack carrier, CVA(N) 65. It will be powered by eight nuclear reactors, and equipped with the latest jet aircraft, electronics devices, and missile ordnance. The use of nuclear fuel will give a cruising range many times that of the World War II *Essex* carrier or a cruising range

equal to many trips around the world, non-stop and non-refueled.

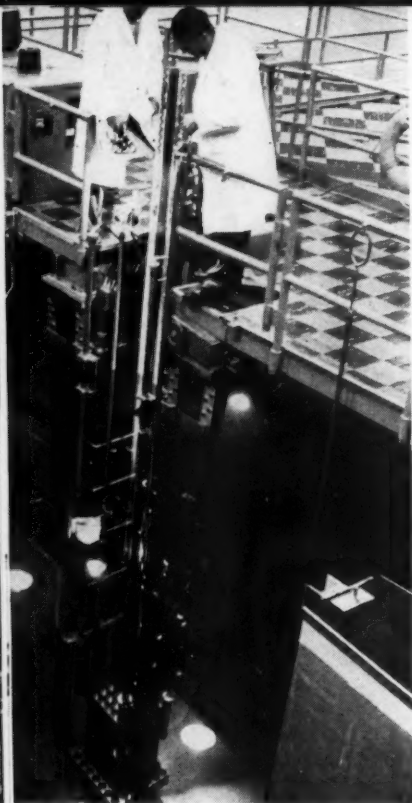
In this new Navy you're in fast company whether or not you want to be. The words you are picking up, such as satellite, guided missile and nuclear power, roll over your tongue as easily now as terms used by old-timers in sailing days.

They say that they were the real sailors, those old-timers. Sure they were—at that time and in their Navy. Now it's your Navy. It's all new and it's going to continue to be new—from now on.

—Thomas Wholey, JOC, USN

ON THE SLEEVE of Navymen today appear rating badges that would seem tall tales to old men of the sea such as sailmaker's mate and blacksmith.





NAVY'S HELPING HANDS have contributed to society, scientific research, disaster aid, and good will abroad.

PEACE

NAVY ON THE GO

THERE WAS A HAPPY hum in the sound of the engines of *USS George* (DE 697). Behind her the wake tumbled and danced to the tune and everywhere on board there was a good feeling in the air.

George was headed home. In less than three days she'd be back in San Diego, Calif., U. S. A., after a six-month, 37,000-mile cruise in the Western Pacific. The married men in her crew were anticipating that moment when their wives and children would be standing on the pier, smiling and waving and squealing, "There he is!" And the unmarried ones were making big plans for Stateside leave and liberty.

On the Swedish motor ship *Kirribilli*, just 45 miles away, the atmosphere was much different. Rolf A. Berglund, from Ockblo, Sweden, was seriously ill and the ship's radio operator was signaling for help to get the young engineer's apprentice to a hospital.

George heard *Kirribilli's* plea. Altering her homeward course, she steamed for a rendezvous with the

Swedish vessel. Her crew temporarily set aside homecoming plans when the word was passed that a man's life might depend upon *George's* efforts to help him. No one had ever heard of the man, but that made no difference.

Around midnight, when the two ships met, *George's* motor whaleboat was lowered into the black choppy sea. Within 15 minutes the patient was on board the DE, under the care of Chief Hospital Corpsman A. C. Schivonne, and the American warship resumed her course.

Early the next morning a Coast Guard seaplane took over the last leg of the mission. Its pilot made a spectacular landing and miraculous takeoff in five- to seven-foot seas and safely evacuated the patient.

So what's so much about the fact that *George* gave a hand to a shipmate in distress? If you've been at sea at all, you've probably had your share in many a similar deal and never got your name in the papers. It's done every day.

That's the point. It is done every

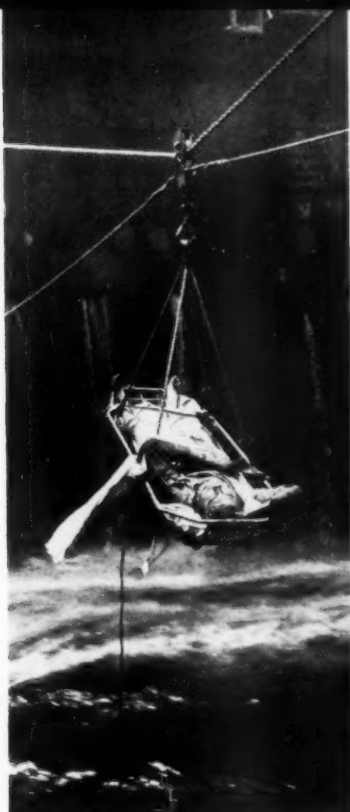
day. A helicopter pickup here, a pint of blood there, an orphan's party in a foreign port, a tow for a disabled merchantman. As an isolated instance, none is enough to make history. But they mount up.

For nearly 200 years, the Navy has been offering a hand when and where it was needed. Yet in the history books, this "helping out" aspect of the Navy's contribution to society is often obscured by the magnitude of the Navy's accomplishments in war or the importance of its scientific research or its peacetime role as a deterrent to war and an instrument of good will.

Over the years the Navy's adherence to the tradition of helping out has led to some of its most valuable peacetime services — services which have paid off liberally in lives saved, suffering prevented and property preserved. For example, in recent peacetime emergencies the Navy has fought fires from the forests of California to the waterfronts of the East Coast, aided the victims of floods, torna-

does, and the U. S. Navy's contribution to society is often obscured by the magnitude of the Navy's accomplishments in war or the importance of its scientific research or its peacetime role as a deterrent to war and an instrument of good will.

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PEACETIME Navy helps world in many ways. Medical aid is given at sea and U. S. Navymen fight fire on Italian ship.

GO IN PEACETIME

does, hurricanes and earthquakes in the United States and several other countries; evacuated American civilians from Israel and Egypt during the Suez crisis; helped transport Hungarian refugees to freedom; and figured prominently in the rescue operations during the *Andrea Doria* disaster. In less spectacular emergencies the Navy has supplied electric power to communities left without it, aided civilian hospitals during polio epidemics, carried water to Bermuda and the Virgin Islands during water shortages and repeatedly participated in search and rescue operations to aid ships or planes in distress.

Again and again when disaster has struck the Navy has proved that the training, courage and efficiency which win battles in wartime are just as important in peacetime emergencies. For instance, take what the Navy did at San Francisco, Calif., way back on 18 Apr 1906. Early that morning crewmen of the destroyers, *uss Perry* and *Preble*, berthed at the Mare Island Navy

Yard, Vallejo, Calif., were awakened by a severe rolling and pitching of their ships. A short time later they found out what had caused it:

"EARTHQUAKE AT 5:24 A.M., SAN FRANCISCO. NEARLY DEMOLISHED CITY . . . CITY FIRE DEPARTMENT HELPLESS . . . CITY IS IN FLAMES."

As billows of black smoke climbed into the sky above the ruined city, *Perry* and *Preble* raced down the bay. Damage appeared greatest south of Market Street, but the fire, out of control because the water lines had been broken by the quake, was steadily progressing toward the waterfront.

Some of the piers had collapsed, so *Preble* anchored at the foot of Howard Street, where she was put to use as a hospital ship.

Meanwhile, *Perry's* crew and city firemen set to work laying out lengths of hose, some of which reached as far as 11 blocks into the battered, burning city. Before long, however, many of the civilian firemen and policemen disappeared to

look after their own families. This left the Navy with the dual responsibility of fighting the fire and enforcing the law. So, the sailors from *Perry* and two local tugs, plus a detachment of Marines from Mare Island, stubbornly fought to control not only the blaze, but also the lawless elements who were taking advantage of the confusion to loot stores, warehouses and homes.

For four sleepless days and nights the Navymen shifted hoses, sprayed and dynamited buildings, rescued the living and brought out the bodies of the dead. Largely through their efforts, much of the waterfront was saved.

Of course, it doesn't take an earthquake to bring the Navy to someone's aid, for besides assistance in emergencies there are many other ways in which the Navy tradition of helping out is demonstrated.

Right now, through its participation in the International Geophysical Year program, the Navy is helping scientists to get a better understanding of the planet we live on and the



THROUGH THE YEARS Navy scientists have helped in development of modern 'miracles' such as now widely used radar. Here, radar is tested on ship in 1937.

space which surrounds it. As part of a world-wide cooperative effort, military and civilian scientists are gathering information that may lead to advances in navigation, radio communications, long-range weather forecasting, the utilization of the plant, animal and mineral wealth of the sea and, perhaps, even to eventual space travel. Also, among the Navy's services in the IGY program, is Operation Deep Freeze, one of many Navy contributions to man's efforts to explore the unknown reaches of the earth.

The IGY program is just one example of how the work of Navy

scientists and the tradition of helping out may benefit many people. There are lots of others, for although Navy research is devoted primarily to fitting the Navy for war, new devices and techniques developed for war or for the good of the Navyman often prove valuable in peacetime civilian use as well.

Pioneering Navy scientists back in the early 1920s, for example, played a big part in the efforts (in this country and abroad) which resulted in radar. At first it was looked upon mainly as a device for detecting enemy planes. However, during World War II radar proved to be

much more than that, and today in civilian use it's helping to make travel safer on land, at sea and in the air. On land, highway patrols are using it to crack down on speeders. At sea, merchant ships use it in navigation. And, in commercial aviation it's used in navigation, to control bad-weather landings and in many other ways.

In radio too the Navy has pioneered in developments which have had important peacetime applications. The world's first shore-to-ship radio conversation originated via the U. S. Naval Radio Station, Arlington, Va., in 1915. The same year, the first transoceanic radiotelephone system was set up between that station and the Eiffel Tower in Paris.

Another typical case of Navy research benefiting people outside the Navy is that of the Waterbury high-speed gear. Originally developed by the Bureau of Ordnance for use in training and elevating guns, it is now used in punch presses, motion picture machines, steering gears and textile printing presses.

The list could go on and on. In meteorology, the Navy has helped develop the use of electronic computers in figuring out weather forecasts and is making important contributions to the study of hurricanes. And, in dentistry, aviation, maritime safety, refrigeration and many other fields the Navy has also produced advances which have important peaceful applications.

Besides the advances brought about through Navy research and the assistance the Navy has rendered

BETTER UNDERSTANDING of the U. S. and its way of life is passed on by Sixth Fleet band during concert in Algiers.



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ered in peacetime emergencies, there are still other ways in which the tradition of helping out benefits people outside the Navy.

The work of the Naval Weather Service, done in close cooperation with the other armed forces and the U. S. Weather Bureau, is an illustration of that. For example, here are some of the jobs it does:

As part of the Joint Hurricane Warning Service, Navy "hurricane hunters" help the Weather Bureau to spot and keep track of hurricanes so that warnings can be issued to people in the areas where the storms are likely to hit.

Weather observations from the Fleet and overseas stations are passed on to the Weather Bureau for use in mapping the weather situation for the whole Northern Hemisphere.

Stations of the Naval Weather Service overseas furnish information to the weather bureaus of the countries in which they are located.

Navy funds support the operations of the Coast Guard's ocean station weather ships.

And, through the Weather Bureau, data gathered by Navy meteorologists is exchanged with other nations which are members of the UN-affiliated World Meteorological Organization.

Two of the oldest examples of Navy activities which are part of the tradition of helping out are the Navy Hydrographic Office and the U. S. Naval Observatory, which have been doing business for more than a century. The Hydrographic Office, through its charts, publications and other services, has aided navigators from the early days of steam to the air age. The Observatory, through its compilation of celestial data, also provides valuable assistance to the air or ocean navigator and the astronomer. In addition, its Time Service, which sets the official correct time for the nation, is useful in navigation, surveying, map-making, radio, seismology and watchmaking.

Now separate activities under the Office of the Chief of Naval Operations, both the Hydrographic Office and the Naval Observatory had their origins in the old Depot of Charts and Instruments, which was established in 1830 and headed for some time by CDR Matthew Fontaine Maury. Maury, "the Pathfinder of the Seas," earned world-wide fame



NAVY WEATHERMEN are constantly funneling valuable information to civilian sources throughout the world. Here, icebergs are recorded for use of mariners.

as a living example of the tradition of helping out.

When he was in his early 40s the Navy Department appointed him superintendent of the Depot of Charts and Instruments, where he began collating the navigational data found in stacks of old log books stored in the Navy Department. He supplemented this information with observations made several times daily by ships in our Navy and by American and foreign merchant ships. Soon, more than 1000 shipmasters in every ocean were making observations according to a uniform plan.

The temperature of air and water, direction of wind, set of currents and height of barometer were recorded. Navigators were instructed to cast overboard (at stated periods) bottles containing a record of ship's latitude, longitude and date. They were also asked to pick up similar bottles

wherever they found them, noting the exact position and time and forwarding the information to Washington.

On the basis of this information, Maury drew important conclusions about winds and currents, paths of storms, quickest routes between great shipping ports and other fundamentals of modern navigation. To this day, Maury's pilot charts, brought up to date, are indispensable in making ocean travel safe and expeditious. His studies of the little-known Gulf Stream, then termed the "river in the ocean," provided science with much valuable data on that phenomenon.

And the laying of the first telegraph cable from Europe to America was made possible largely because of information which Maury had collected.

As Maury once wrote: "Navies are not all for war." — Jerry Wolff.

THIS WAY OUT—Navy has been on hand many times to evacuate refugees. Below: Baggage of American refugees during Egyptian conflict is sorted.





SHE WAS THERE when the first line went over (above left). Right: 'Permission to come aboard for duty, Sir.' Below: Guard duty is a thankless job.



'NOW HERE is what the Navy has to offer you.' Right: It sure is good to be back with the family once again.



ALL HANDS

Small Fm U

"WHAT WOULD YOU LIKE to be when you grow up?" That's one question you probably wouldn't have to ask these youngsters. From the looks of the pictures, they are, at least for the present, ready to play the role of sailor (or Wave).

The idea of becoming a "salt" is a natural for many of the "small fry" pictured on these pages inasmuch as a good percentage of them are emulating their daddies rather than exercising their fantasies. But don't let's sell the imagination of our young friends short. Come to think of it, the

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romance attached to the mariner, sooner or later, consciously or subconsciously, catches the fancies of both juniors and seniors alike. That's when you see Johnny (and Janie) appearing in sea-going outfits, as on these pages.

There has probably been a "Midget Navy" as long as men have taken to traveling over the seas and, whether or not children belong to Navy families, the game of imitating sailors holds the same fascination for them as imitating cowboys, cops or space men holds for other youngsters.

'DIDN'T WE serve together on board the Tuscarora?' Above right: It's Saturday night at the EM club. Below: 'Are you ready for take-off, Chief?'



'OUT OF UNIFORM? But the plan of the day said . . .' Right: Time for practical factors for signalman third class.



LETTERS TO THE EDITOR

Mare Island Can Do—and Did

SIR: Through an oversight, I'm sure, ALL HANDS failed to mention the outstanding accomplishments of the Mare Island Naval Shipyard at Vallejo, Calif., in the story entitled "Ship's Service By the Yard," which appeared in the October '57 Ships and Yards issue.

We at Mare Island are proud to boast that "Our Sole Mission is to Serve The Fleet." And, that we have done and will continue to do. Mare Island is one of America's—and perhaps the world's—largest shipbuilding and ship repairing plants.

During World War II, Mare Island Naval Shipyard repaired and returned to duty more than 1200 ships of all types. In addition, during this same period, 391 new ships—an entire Navy in itself—were constructed. They included five 18,000-ton submarine tenders, 19-Fleet-type submarines, 31 destroyer escorts and hundreds of landing craft and other smaller types of auxiliary craft.

Even as far back as WW I, Mare Island saw many records broken including the record building of the destroyer *Ward*, in 17 days.

Today, Mare Island continues to make history. In her buildingways are three

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

nuclear submarines, including *uss Hali-but*, SSG(N) 587, the Navy's first nuclear-powered guided missile submarine; and *uss Sargo*, SS(N) 583, the Pacific Fleet's first atomic sub. Incidentally, *Sargo* was launched in October and is scheduled to join the Fleet next summer.—E. D. W.

• *The missions and accomplishments of the Mare Island Naval Shipyard are well known by the staff of ALL HANDS, as well as seafaring men throughout the world. Be assured that Mare Island's role was not left out of the Shipyard story in our October issue because of an oversight, but because of lack of space.*

We know, as most Navymen do, that Mare Island is one of the Pacific Fleet's key bases. It has been since 1854 when it became the home base for the Pacific

Squadron which, at that time, consisted of 12 wooden ships.

Mare Island can look forward to a future as eventful and colorful as its past.—Ed.

On the Right and Abreast

SIR: Once again the question concerning the proper interpretation of Section IX of the *Landing Party Manual* has arisen. Some of the local "authorities" contend that the platoon leader or company commander "leads" the senior inspecting officer down the ranks. In other words, he precedes the entire inspection party.

However, I feel that the platoon leader or company commander falls in to the right and one pace to the rear of the inspecting officer after he has rendered his salute and been inspected.

Paragraph 3-34 of the *Landing Party Manual* states . . . "during the inspection of a Platoon or Company, its commander marches on the right of the inspecting officer." Shouldn't this read, "and one pace to the rear of the inspecting officer?" This is, of course, if the inspecting officer is moving along a line parallel to the ranks.—S. T. B., CDR, USNR.

• *The "Landing Party Manual" (Change 3, Sect IX, para 3-34) should be interpreted literally, and the company commander should march on the right and abreast of the inspecting officer. Therefore, he does not "lead" or "follow" the inspecting officer, but accompanies him.—Ed.*

Minority Cruises and Retirement

SIR: In 1930 I enlisted for a minority cruise and was discharged three years later on my 21st birthday. At that time I reenlisted and in 1943, I was again discharged three months early for the convenience of the government.

I understand that for each of these enlistments I am credited with a full four years of service. If this is the case, how does it count toward retirement? . . . V. J. H., LCDR., USN.

• *Sorry—since you are an officer, time not served does not count toward retirement. In the case of officers, retirement is based on actual time served that is creditable for pay purposes as recorded in the Navy Register.*

If you had not been commissioned, however, such time would count for retirement.

For enlisted personnel, a minority cruise counts as a full four-year enlist-

Letter from Loyal Subject of King Neptune

SIR: I need some help—and badly. Needless to say, it's to prevent a possible affront, if not to my person, at least to my dignity. (I like to stand on my dignity.)

The circumstances are as follows:

On 12 Oct 1950, when *uss Pirate* (AM 275) sank in the harbor of Wonsan, Korea, so did all proof of my having crossed the equator.

My ship is now getting underway for a South American cruise. If I can produce no evidence of my being a royal subject of King Neptune Rex (better known as a Royal Shellback), I'll be treated as an ordinary, slimy, untouchable (pardon the expression) pollywog.

I believe that no true and loyal Shellback should ever have to associate with such unmentionables. Trusting that you too are a loyal subject of King Neptune Rex, I implore you to initiate a search of my record and confirm my status.

In June 1945, I crossed the equator on board *uss Pickens* (APA 190). In January 1947, I crossed the equator on board *uss Onslow* (AVP 48). And

again, in February 1949, I crossed the equator while on board *uss Monongahela* (AO 42).

Sir, I beg you, please send me confirmation of at least one of these crossings as soon as possible. By doing so, you will prevent a most horrible miscarriage of justice and indignities to the posterior of a Royal Shellback.—F. M., RMC, USN.

• *Since yours was a hardship case, we checked your record, Chief, and found that your three crossings of the equator qualify you as a Shellback who has been initiated in the Solemn Mysteries of the Ancient Order of the Deep. We suggest you have your commanding officer sign a certificate to this effect.*

To any other Shellbacks with a like horrible fate looming in the future, we suggest that you send a request to the Chief of Naval Personnel (Attn: E3), Navy Department, Washington 25, D. C. Don't write to ALL HANDS. And don't wait until that equator is just over the horizon either. Requests should be sent in at least six weeks before you expect you will need an answer.—Ed.

ment and an early discharge for the convenience of the government (within three months before expiration of enlistment) also counts as the full period of the enlistment, two, three, four or six years, as the case may be.—Ed.

E-E-E-E-Etcetera

Sir: Have read with interest your Letters to the Editor in your October '57 issue, and I must commend *uss Ross* for also earning the "E" for Battle Efficiency. With all due modesty, however, I must admit that *uss Bausell* (DD 845) won the coveted "E-E-E-E-E-E-E-E-E-E" for fiscal '57, and I feel that we are also due proper recognition in ALL HANDS.

If I didn't write to tell you and the entire Navy about *Bausell*, I feel I would be letting down a crew, who certainly have never let me down.

All hands in *Bausell* are proud of the awards they won for fiscal 1957. They include: Destroyer Squadron One Battle Efficiency "E"—second award; Opera-



DUTY SECTION—Not having liberty doesn't seem to bother these whitehats on board *USS Jupiter* (AVS 8) as Danny White PN1, USN, sings a folk song.

First Machinist's Mate

Sir: I am interested in obtaining information on the rating structure as it was before WW II. Could you tell me if there was a rate designation for machinist's mate third class during the period 1940-41?—W. E. S.

• The machinist's mate third class rating was established 2 Mar 1926 and disestablished 1 Jul 1929. It was reestablished 12 Oct 1943 and is still in use today.

During the time the rate was disestablished, the lowest machinist's mate rating was second class. At that time, a fireman first class was in the same pay grade as a petty officer third class. His normal path of advancement was to machinist's mate, second class; water tender, second class or electrician's mate, third class.

When the rating of MM3 was reestablished in 1943, other third class artificer ratings also came into being. Among these were motor machinist's mate, watertender, boiler-maker and metalsmith. At that time, fireman first class could be changed to any of the new third class ratings or advanced (if qualified) to MM2c, WT2c or EM3c. And qualified fireman second class could be advanced to the new third class ratings. The same directive stopped advancements to fireman first class until this rating was changed to correspond to the pay scale of a seaman first class. On 1 Jan 1944 all fireman second class and fireman third class were changed to fireman first class and fireman second class respectively.—Ed.

tions "E"; ASW "E"; Torpedo "E"; Engineering "E" along with Gunnery "Es" for long-range battle practice—second award; and local control practice, Mount 51—second award; Mount 52 and Mount 53—second award; for a grand total of 13 "Es" and hashmarks authorized.

To top this off, the Supply Department received the Force Commander's Excellence Award for which no display of the "E" is officially authorized. I note with pleasure, however, that an "E" is painted on the door of the Supply Office.

In the words of Admiral Chester C. Wood, USN, Commander Cruiser-Destroyer Force, U. S. Pacific Fleet, on the occasion of the presentation of the Battle Efficiency plaque, "Es" are busting out all over."—R. W. Frieden, CDR, USNR, CO, *uss Bausell* (DD-845).

• Congratulations, *Bausell*. To all hands, a Well Done from ALL HANDS. And to you, Captain, many thanks for informing us about *Bausell* accomplishments. We consider it an honor to be able to pass the word about *Bausell* throughout the Navy.—Ed.

Seavey and Shorvey

Sir: Here are a couple more questions for your growing collection on Seavey and Shorvey.

1. When do you figure the commencement date of shore duty for an individual who entered the Navy before 1 Jan '57, attended a Class "A" School upon completion of recruit training, and was then assigned to Fleet Shore Duty?

2. Is the normal tour of shore duty for persons such as those described in the above question, a full two years, unless specified otherwise?—W. P., AD2, USN.

• Personnel reporting from recruit

training, a class "P" school or receiving station to an activity classified as shore duty are considered to have commenced their tours of shore duty on the date of initial entry into active naval service.

In the case of personnel attending Class "A," "B," "C" or functional schools while in a transient status, that is, upon transfer from sea duty to shore duty or vice versa, the period of training is not counted against either the shore or sea tour.

In regard to your second question, the normal tour of shore duty for graduates of Class "A" Schools, other than HN, AN or DN, who have never served at sea, is 12 months from the date of first reporting to the shore command. Individuals received from aviation, hospitalman and dentalman class "A" schools, who have not served at sea, have 24 months of shore duty figured from the date they first reported to the shore command.—Ed.

Souvenir Books

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn Editor, ALL HANDS) and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

uss Salem (CA 139)—Preparations are being made for publication of a cruise book covering the Mediterranean tour of *uss Salem*, from May 1956 to May 1958.

If you are interested in obtaining a cruise book, you may send your order to the Business Manager, Cruise Book, *uss Salem* (CA 139), c/o Fleet Post Office, New York, N. Y. The cost is \$4 and payment should be made by money order.

LETTERS TO THE EDITOR (Cont.)

Time to Say Aloha

SIR: I read the articles on Seavey in both the January and September 1957 issues of ALL HANDS.

They contain much information, but I see none on procedures to be followed in a case like mine.

I am assigned to a salvage ship home-ported at Pearl Harbor, and I do not want duty in the continental limits because I have established permanent residence in Hawaii. Therefore, I would prefer to remain on sea duty or have my overseas duty count as shore duty.

Is this possible under Seavey?—J. C. W., QMI, USN.

• If your ship is classified as sea duty, other than a non-rotated ship home-ported overseas, you may request an extension of your sea tour. Approval depends on the needs of the service at the time and your periods of absence from your home port. Also, you may request overseas shore duty in Hawaii under the Seavey.

If your ship is classified as a non-rotated ship home-ported overseas and an area tour applies to you, you may only request an extension of your overseas tour from the Commanding Officer EPDOPAC. The limit of total extensions is two years.

The reason you cannot stay in Pearl Harbor indefinitely is that other personnel desire such assignments. Each man may have his share, and the Navy program is intended to insure that all are provided their share.—Ed.

G.I. Educational Benefits

SIR: The numerous letters appearing in ALL HANDS and various other publications on the subject of G.I. educational benefits indicates that a large number of Navymen are showing undue concern over the commencement and termination dates for college study under the Korean G.I. Bill.

The "basic service period" for eligibility for this training began 29 Jan 1950 and ended 31 Jan 1955. In the language of the law a man who served on active duty during that period must commence his training within three years after his first unconditional discharge. However, it is still possible for such an individual to remain in uniform for quite a few years without losing out on his educational benefits.

By reenlisting more than 90 days early, a man receives a conditional discharge. Therefore, he would have up to three years from the termination date of that new enlistment in which to commence his training. He might also extend his enlistment from one to four years and thereby add a corresponding amount of time to the commencement date of training.

Of course, since all Korean educational benefits end on 31 Jan 1965, he couldn't take advantage of the program after that

date. However, up to that time, and assuming that his course of study is scheduled to end before the cutoff date he could, by means of early reenlistment or extension of enlistment, vary the commencement date for his schooling almost to suit himself.—M. L. B., HM1, USN.

• That is correct, according to the current VA interpretation of the Veteran's Readjustment Assistance Act of 1952.

The term "unconditional discharge or release" means a discharge or release from active service which relieves the recipient thereof from any obligation for continued active service.

A discharge or release from active

service given solely for administrative purposes, such as acceptance of appointment as a commissioned or warrant officer, or to reenlist in the Regular Establishment, is considered a conditional discharge. Therefore, the three-year deadline period for commencement of training would not go into effect when such a discharge was issued.—Ed.

Retired Pay at 19 and 6

SIR: Can a person on active duty be given severance pay even if he has completed 19 years, six months of continuous active duty?

How about in the case of an individual who has already transferred to the Fleet Reserve upon completion of

Well, What Do You Know? There Were Two Shawmuts Two Aroostooks

SIR: Your October 1956 issue has finally worked down to my level and I'd like to comment on Shawmut to be found on page 37.

You say she was built in 1916, and drafted into war service as a minelayer in 1942.

I believe that is an error. In 1917, two vessels, Bunker Hill and Massachusetts operated alternately on the Boston-New York passenger service and when they were drafted into the naval service their names were changed to Shawmut and Aroostook. Later, the name of one was changed to Oglala which was later sunk at Pearl Harbor. I don't know which one this was, but I believe her sister ship is still in the service, though possibly inactivated.

Both these vessels were used in laying the North Sea mine barrage during World War I. Both were converted from their civilian status at the Boston Navy Yard and I assisted in equipping their deck load of mines at the Hingham (Mass.) Ammunition Depot under the direction of the late Chief Gunner Charrette of Spanish War fame and for whom a destroyer has been named.

Having made many trips between the above two cities on both of these vessels, I have a sort of sentimental feeling toward the Old Girl and wish to see her get the credit for her additional fogies. I think that both vessels sailed to attend their war duties from Boston in May 1918.—J. M. R., LCDR, USNR (Ret.)

• Perhaps you didn't mean it, but you have been the cause of considerable confusion and digging into musty files, on the part of Ships' History. However the results were well worth while.

As we understand their report, Shawmut isn't really Shawmut at all. She's Oglala. And Aroostook was somebody else. Here's the story:

uss Oglala, ex-uss Shawmut, ex-

ss Massachusetts was built in Philadelphia, as a coastal steamer and put in service in 1907. The Navy acquired her when we entered WW I, changed her name to Shawmut and commissioned her on 7 Dec 1917. Outfitted as a minelayer, Shawmut helped lay the North Sea mine field.

Instead of going back to her life of carrying passengers along the East Coast, Shawmut remained "in uniform" after the war. On 27 Jan 1919, she was designated an aviation tender and during the early '20s operated with the naval air arm. Naval aviation soon outgrew its need for Shawmut but progress couldn't push her off the scene. Her name was changed for the third and last time on 1 Jan 1928. Now known as *uss Oglala* (CM 4) she was again assigned to the mine force, where she served as flagship for Mine Division One.

Her life was routine for the next 13 years. When GQ sounded on the morning of 7 Dec 1941, Oglala was moored starboard side to the cruiser *uss Helena* (CA 50) at Pearl Harbor. Two minutes later, a torpedo exploded between her and Helena which caved in the side of Oglala and flooded the fireroom. An explosion from a bomb further ruptured her hull just as the engineering gang was busy securing the boilers to prevent an internal explosion. Although it was apparent by this time that Oglala would sink, her crew stayed by their guns. Two tugs were hailed to help her get clear of Helena so that the cruiser could get underway. The tugs pushed Oglala alongside a pier where all available lines were run out in an effort to keep her on an even keel, or at least afloat. Her list had increased to 20 degrees, by 0930, which made it impossible for her gun crews to continue firing. The ship was finally abandoned but not until all the machine guns which could be set up ashore had been removed. Shortly before 1000, Oglala

19 years, eight months of active duty—can he draw severance pay for a physical disability after transferring to the Fleet Reserve if he did not complete 20 full years of active duty?—J. F. H., GMC, USN.

• Yes, Chief, it is possible for a man to be given severance pay after completing 19 years and six months of active duty. However, provided the man concerned is physically able to perform his duties without further aggravating his disability, SecNav may defer action on the Physical Evaluation Board proceedings to permit him to complete a full 20 years of active federal service.

With respect to your second question—the answer is negative. A Fleet Ser-

vant found not physically qualified to perform the duties of his rate will be permanently retired in the rate held, and with the pay to which entitled at the time he was placed on the retired list.—ED.

Transfer after Hospitalization

Sir: My question is in regard to TAD orders. I was transferred to the Naval Training Center, Bainbridge, Md., from USS Des Moines (CA 134) on 8 Feb 1957 to attend the Class "A" FT school for 19 weeks. I completed only eight weeks of school before being admitted to the hospital.

By the time I am discharged from the hospital and complete my school it will

be February 1958, a total of 12 months away from my ship. Will I be returned to Des Moines or receive a new set of orders? What is the regulation covering a situation such as this?—H.R.R., SN, USN.

• In the situation you outlined it is not likely you will be returned to Des Moines, provided the period of hospitalization was in excess of one month. If the time you spent in the hospital covered more than a month, you will be made available to this Bureau for assignment. You will be returned to the Naval Training Center for completion of school, then be made available for further assignment to duty.

However, if hospitalization was for a

Two Aroostooks — If you Want All the Facts Read On, But Please, No More Questions

rolled over and came to rest on her port side in six fathoms of water.

During the following months repair parties had to devote their time to restoring capital ships to duty and unscrambling shore installations, so Oglala was left to the mud and the barnacles. When she was at last brought to the surface, her superstructure was crushed and mud, rust and barnacles had done their job well. But Oglala wasn't about to give up the ghost. Chipping hammers, welding and cutting torches, new engine parts and a temporary plywood superstructure prepared Oglala for her voyage to San Francisco where she was fitted out with the necessary shops to effect any type of repairs, and enough guns to protect her from an air attack. Oglala (ARG 1) was again placed in full commission in February 1944.

Following her sea trials and shake-down cruise, she was assigned to Milne Bay, New Guinea. Here she acted as repair facility for landing and patrol craft. As the war developed, Oglala was reassigned, first to Hollandia and later to San Pedro Bay, Leyte, each time towing an auxiliary floating drydock to help her in her work. Her machine shops, electrical department, radio technicians, supply officers, and doctors, were welcome sights for those who needed her services.

Upon her return to the United States, in 1947, Oglala was declared surplus and sold. It was the end of the line for the "old lady," having survived two wars, a sinking, three names and 40 years of service.

According to Ships' History, there has been only one Oglala but there have been two other ships named USS Shawmut. The first Shawmut, a wooden gunboat, was commissioned in 1864 and saw duty during the Civil War with the North Atlantic Squadron. She was sold in 1883. The second Shawmut we've already covered. The last Shawmut was Shawmut for only a few months. She was the ex-USS Salem (CM 11), before she was stricken from the Navy list.

All squared away on Oglala? OK, let's clear up Aroostook.

Aroostook No. 1 was a wooden screw steamer built in Kennebunk, Me., and commissioned in Boston in 1862. Her first assignment was with the James River Flotilla. She also helped blockade Mobile, Ala., and later participated in blockading the coast of Texas. She captured five ships, sank one and was given one assist. Aroostook served with the Asiatic Squadron from 1867-1869 when she was sold at Hong Kong, China.

The second Aroostook was the ex-Bunker Hill, the sister ship of the

Oglala back when that ship was Shawmut and Massachusetts. She has a very similar history. She was built in 1907, purchased by the Navy in 1917 and converted to a minelayer. Her assignment was with Mine Force Atlantic in Europe where she remained until December 1918. She made one more trip to Europe before her transfer to the West Coast and conversion to an aircraft tender in 1920.

For the next 10 years, Aroostook served with the air arm of the Pacific Fleet and came east for only short periods to bring Marines to Nicaragua in 1927 and take them back to the West Coast in 1930. Puget Sound Naval Shipyard was home for the decommissioned Aroostook from 1931 until WW II. At this point she was converted to AK 44 and in 1943 was transferred to the Army.

There was still one more Aroostook. She was the ex-ss Esso Delivery, a motor tanker acquired by the Navy in 1943.

As the AOG 14 she carried high octane gasoline in Mediterranean convoys until she was decommissioned and turned over to the French government in 1945. She was returned to the Navy and sold out of service in 1949.

Everything cleared up?—ED.

USS Shawmut, WW I

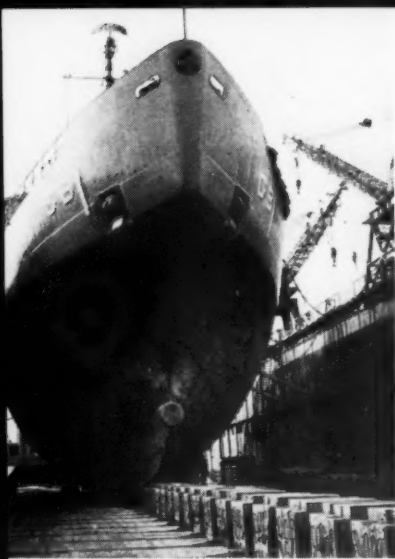


USS Oglala, (ICM 4), 1929



USS Oglala, (ARG 1), WW II





DRY ICE BREAKER—USS Burton Island (AGB 1) sits on keel blocks during repairs for her trip to the Antarctic.

period of less than 30 days you will be returned to the NTC for completion of the course of instruction and then transferred back to Des Moines. The reference in this case is BuPers Inst. 1306.50A.—Ed.

Rock and Roll

SIR: After reading the article entitled "Ship's Service By the Yard," which appeared in the October '57 issue of ALL HANDS, I thought that some of your readers would be interested in seeing this picture of *uss Burton Island* (AGB 1) drydocked at Seattle shortly before we departed for the Antarctic and Operation Deep Freeze III.

Many ships take on a mighty unfamiliar appearance when high and dry

out of the water and perhaps an ice breaker such as *Burton Island* presents a shape unlike any other naval vessel. As you can see, AGB 1's beam is wide and her hull is almost egg-shaped. Built for strength, power and mobility as well as for icebreaking qualities, AGBs of the Wind class are better known for their unique cold weather work . . . breaking ice in the polar regions of both hemispheres—than for the beauty of their lines.

As you can see by the picture, AGBs exhibit bottom characteristics somewhat different from most naval ships. Perhaps some of your readers would be interested in comparing the bottom view of *Burton Island* with that of their own ship. . . . R. P. H., LTJG, USN.

• When it comes to rock and roll, we can see why *uss Burton Island* takes the cake. Thanks for the photo of your shipmates' favorite pin-up.—Ed.

How's This for a Twist?

SIR: Here's an unusual twist that we aboard *uss Damato* (DDE 871) think would be interesting to the readers of ALL HANDS.

Did you ever hear of a DDE "refueling" an AO?

Well, *Damato* did. During Midshipman Cruise ALFA, while en route to Santos, Brazil, *Damato* was sent 50 miles astern of the Midshipman Cruising Force to "refuel" *uss Nantahala* (AO 60).

In this case, however, the fuel was 6500 gallons of feed water. Although it was a water "refueling," all hands aboard *Damato* felt they had something to be proud of, because many of the accompanying ships were on water hours.—B. A. Thielges, CDR, USN.

• That goes to show you that DDEs are capable of living up to the old adage about destroyers being the "work-



GREYHOUNDS RESTING—USS Hollister (DD 788) and *USS Arnold J. Isbell* (DD 869) of CruDesPac pose for photo.

horses of the Fleet." Wonder if this is a "first"?—Ed.

Length of Shore Duty Tour

SIR: Last February I was made available to the Bureau for reassignment with an Enlisted Job Code number of PI-3501-45. On 17 Jul 1957 I reenlisted and my code number was submitted as PN-2600 with a secondary as LI-3652. Since I took the examination in August for PN1, I am now in doubt as to when I can expect rotation to sea.—R. D. L., PI1, USN.

• Until your rating is changed, your normal shore tour will be 24 months. If your rating is changed to one having a longer tour, your shore tour completion date should be changed by your commanding officer at the time your rating change is effected, but in no case beyond your EAOS (Expiration of Active Obligated Service).—Ed.

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Government Printing Office
Washington 25, D.C.

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This Is Your Dish If You Like Knots, Plain and Fancy

SIR: I have long been an admirer of fancy knotting or rope work and, during the more than 20 years I've been in the



Chief Mickalson

and outer borders alone contain about 3000 square knots.

Navy, I've made three knot boards.

Since I'll be going into the Fleet Reserve this year I decided to make the last one a real souvenir of the Navy. It's my biggest yet, measuring 36 by 57 inches, and is made of cherry-stained wood. The inner

I began the project when I was serving in *uss Cacapon* (AO 52) during winter operations off Korea. While working on it in my spare time I decided to learn all I could about fancy knots and their history and to use this board as a way of showing what can be done with lines of different types. It will occupy a special place in the den of my home.

Incidentally, I am very proud to have been in *Cacapon's* crew, so I hope this letter will help bring her a little recognition. The tanker sailors deserve all the publicity they can get.—Elmer C. Mickalson, BMC, USN.

• We've seen quite a few knot boards in our day, but we can't recall

any that were more impressive than yours. It's a beautiful job.

Other than that, there isn't much we can say, except to comply with your request that we give *Cacapon* a mention. We can just hear other crews say:

"*Cacapon*, *Cacapon*, *Cacapon*—It seems as though *Cacapon* is the only tanker that ever gets a mention in ALL HANDS. Our ship is just as good as *Cacapon*, or maybe even better, but you never print a word about her. How come?"

We'll be ready for 'em though. All we have to do is ask if they have anyone in their ships who can make a knot board like the one that Chief Mickalson started when he served in *Cacapon*.—Ed.

- | | | | | | |
|-------------------------|-------------------------|-----------------------|--------------------------------|---|------------------------------------|
| 1. Bowline | 12. Studding Sail | 24. Double Sheet | 38. Common | 49. Napoleon | Sennit Carrick |
| 2. French Bowline | Tack Bend | Bend | Sennit | Bend | Bend |
| 3. Bowline on a Bight | 13. Double Becket Bend | 25. Figure-Eight Knot | 39. Eye Splice | 50. Arrowhead Knot | 56. Figure-Eight Chain Knot |
| 4. Spanish Bowline | 14. Fisherman's Bend | 26. Trefoil Knot | 40. Splice-in-a-Bight | 51. Royal Carrick Bend | 57. Varied Sailor's Breastplate |
| 5. Thumb Bowline | 15. Slide Knot | 27. Sheepshank Bend | 41. Wall & Crown & Back-Splice | 52. Open Napoleon Bend | 58. Three-Leaf Chinese Temple Knot |
| 6. Bowline with a Bight | 16. Reef Knot | 28. Reeling-Line Bend | 42. Plain Woven Mat | 53. Interlocking Carrick Bend, with outside overhand knot | 59. Spear Head Knot |
| 7. Running Bowline | 17. Granny Knot | 29. Chain Knot | 43. Cat's-Paw | 54. Interlocking Rosette Carrick Bend | 60. Rope Anchor |
| 8. Harness Hitch | 18. Surgeon's Knot | 30. Monkey's Fist | 44. "U" Name It | 61. Victory Wreath | Double Carrick Bend |
| 9. Masthead Knot | 19. Stevedore Knot | 31. Flemishing | 45. Wall Knot | 62. Open Carrick Bend | |
| 10. Anchor Knot | 20. Single Carrick Bend | 32. Coiling | 46. Overhand Knot | | |
| 11. Prolong Knot | 21. Double Carrick Bend | 33. Faking | 47. Double Bowknot | | |
| | 22. Thief Knot | 34. Boat Fender | 48. Double Matthew Walker | | |
| | 23. Loop Knot | 35. Coxcomb | | | |
| | | 36. Square Sennit | | | |
| | | 37. Flat Sennit | | | |



News for the Navigating Navyman

AS ALL GOOD boatwain's mates, quartermasters and signalmen know, a new system of coastal warning signals goes into effect this month (as of 1 January). ALL HANDS takes this occasion to bring all hands up to date on the current buoys, markers and signals, and ship's signals at sea. You'll find the illustrations on pages 32-33.

For many years, whenever winds dangerous to navigation have been forecast by the U. S. Weather Bureau, storm warning signals have been displayed along the coasts of the United States, the Great Lakes, the Hawaiian Islands, and Puerto Rico.

Under the new system, only four separate flag signals will be used during the day, instead of the six separate flag signals formerly used. During the night, only four comparable lantern signals will be used for small craft, gale, whole gale and hurricane warnings.

The major differences between the old and the new visual warning display systems are:

- The substitution of a single non-directional "gale warning" signal for the four separate directional "storm warning" signals that were used to specify northeast, southeast, southwest, or northwest gales.
- The introduction of a new lantern signal for use during the night for small craft warnings. Under the old system, displays for small craft warnings were used in the daytime only.
- The introduction of a new and separate signal for whole gale warnings. Under the old system the same signal was used for whole gales and hurricanes.

These visual storm warning signals displayed along the coasts are supplementary to, and not a replacement for, the written advisories and warnings distributed by press, radio and TV. In most cases, important details of the forecasts and warnings in regard to the time, intensity, duration and direction of storms cannot be given satisfactorily through visual signals alone.

Here's a description of the new display signals:

Small Craft Warning: One red pennant displayed by day and a red light above a white light at night to indicate winds up to 38 miles an hour (33 knots) and/or sea conditions dangerous to small craft.

Gale Warning: Two red pennants displayed by day and a white light above a red light at night to indicate winds ranging from 39 to 54 miles an hour (34 to 48 knots).

Whole Gale Warning: A single square red flag with a black center displayed during daytime and two red lights at night to indicate winds ranging from 55 to 73 miles (48 to 63 knots).

Hurricane Warning: Two square red flags with black centers displayed by day and a white light between two red lights at night to indicate winds 74 miles an hour (64 knots) and more.

• **LIGHTS**—Although it is likely that navigational lights had been used for some time before 1854, in that

year there was enacted the first official legislation, called the Merchant Shipping Act, that made it obligatory for waterborne traffic to show navigational lights. Later, the introduction of steam increased the numbers of ships of various nations traveling at higher speeds in the same sea lanes. International conferences were held to standardize the navigational light system. The *Regulations to Prevent Collisions of Vessels at Sea*, better known as "Rules of the Road," were adopted by the International Convention for Safety of Life at Sea, held in Washington in 1889. These rules form the basis for the present traffic code of the sea. The current regulations are contained in Coast Guard Publication No. 169, dated 2 Jan 1957.



Lighted Bell Buoy

The lights required by the Rules of the Road vary with types of ships, the situations which a ship may encounter, and the operation in which she may be engaged. These lights, used in various combinations of position and color, convey a definite message to ships in the vicinity.

High up on the mast are two red lights, known as the *breakdown lights*. These are used at night when a breakdown endangers nearby ships. *Running lights* are of three types. A *masthead light* is a fixed light usually located on the upper part of the bridge superstructure or on a small shelf extending forward from the foremast. The masthead light is a bright white light which is required by the Rules of the Road to be carried by all steam vessels underway. The *range light*, a bright white light, is positioned abaft and above the masthead light, and it may be either on the foremast or the mainmast. When the range light is used in connection with the masthead light, the combination is termed the range lights. A green *sidelight* is carried on the starboard side and a red on the port side.

Towing lights and *anchor lights* are also used when the situation requires them.

• **BUOYS** are among the most important aids to navigation along any coastline. They are used to mark shoals or other obstructions and dangers; to indicate the approaches, entrances, turns, and limits of channels; as markers in the center of a fairway; and to define anchorage grounds and other special areas.

Buoy symbols on charts do not picture the appearance of a buoy. All buoys are indicated by an elongated diamond with either a dot or star at one end which marks its position on the chart. A red or black diamond indicates a buoy of these colors. Half red and half black means red and black horizontal stripes. When the outline of the diamond is not filled in, except for a line on its longer axis, it indicates vertical black and white stripes.

No matter what their shape, red buoys are on the right when entering from the sea and, when offshore, are red on the right when traveling down the Atlantic Coast or up the Pacific Coast. Black buoys are on the left when entering from the sea. In foreign coastal

waters check port.

Red danger channels experiencing chorage marks.

A sp see its meaning nuns o

A nu painted when e horizon channel black a may be the col and kee

A ca painted when e zontal s channel and wh channel recogni carry i

Num buoy of fication on the channel number number ward. I bered times di and le added t

In a bered a and ca also ma include:

Bell of a fla work m a bell i

Gong similar t Each go

Whist whistle the sea.

Light somewh teries on

Comb

waters a different buoyage system may be used—always check your *Sailing Directions* before entering a foreign port.

Red and black horizontal bands indicate an isolated danger. Black and white vertical stripes indicate mid-channel buoys. White buoys mark anchorage grounds or experimental courses. Yellow marks a quarantine anchorage. White with green top indicates dredging marks.

A *spar* buoy is practically straight and, until you can see its color, it is frequently difficult to determine its meaning. In many areas, spars are being replaced with nuns or cans.

A *nun* is conical or has a conical top, and is generally painted red as indicating the right side of a channel when entering from the sea. When with red and black horizontal bands it is on an obstruction with the best channel on the left when entering. A nun painted with black and white vertical stripes is in mid-channel and may be passed on either side. When you don't know the color of a nun buoy, it is wise to assume it is red and keep it to your right when entering.

A *can* is cylindrical with a flat top and is generally painted black to indicate the left side of the channel when entering. When painted with black and red horizontal stripes, it is on an obstruction with the preferred channel to the right of the buoy when entering. Black and white vertical stripes on any buoy indicate mid-channel and may be passed on either side. If you can't recognize the color of a can, consider it to be black and carry it to the left when entering.

Numbers or letters on a buoy offer additional identification. Even numbers are on the right side of the channel when entering; odd numbers are on the left; numbers increase from seaward. Buoys not in a numbered sequence are sometimes distinguished by letters, and letters are sometimes added to numbers.

In addition to the numbered and colored nun, spar and can buoys, there are also many other types. They include:

Bell buoys which consist of a flat buoy with a frame-work mounted on it in which a bell is fixed.

Gong buoys are somewhat similar to bell buoys but have four gongs instead of one. Each gong has a different tone.

Whistle buoys are usually cone-shaped, bearing a whistle that is sounded in most cases by the motion of the sea.

Lighted buoys, although not uniform in shape, look somewhat like a bell buoy. Light is given off by batteries or gas stored within the buoy.

Combination buoys are just what the name implies.

A combination of light and sound, such as a lighted bell buoy, lighted gong buoy, or lighted whistle buoy. Combination buoys come in various shapes and sizes.

• **TEMPORARY CHANNEL MARKERS** usually consist of floats carrying lights, pennants, or lights and pennants. Red pennants mark the right side of the channel and black pennants mark the left side. Red and black vertically striped pennants mark obstructions and channel junctions, and black and white vertically striped pennants mark the midchannel or fairway. If lighted, the right side of the channel will be marked by red lights, the left by white lights, obstructions by blue-over-red combination lights, and fairways by green lights.

Closely related to the signs and signals of the Rules of the Road are visual communications which are used to a considerable extent by ships at sea and in port. The more popular methods of visual signaling include semaphore, flaghoist and flashing light.

• **SEMAPHORE** and flashing light can be used interchangeably for many purposes. Semaphore is more rapid for short distance transmission in daylight. Also, because of its speed, semaphore is better adapted to the sending of long messages.

Flaghoist calls, as a call-up for semaphore messages, are used extensively, but at anchor only. The calling station hoists at the yardarm the call-sign of the station being called. The latter then hoists the calling station's call signal over the answering pennant, close up, to signify readiness to receive the semaphore message. The receiving station receipts by hauling down.

• **FLAGHOIST** signaling is most rapid and accurate visual method when in easy signaling distance in daytime. Signals normally are repeated by the addressee, thus providing a sure check on the accuracy of reception.

The Navy uses the Allied Naval Signal Flags shown on the next two pages for flag hoist signaling. They are mainly used to convey tactical and informational messages during daylight between ships that are in close company with each other. Flaghoist is considered the best way to insure uniform execution of maneuvers.

• **FLASHING LIGHT OR BLINKER** is a visual telegraphic system using the International Morse Code. Like all visual methods, it is best adapted to tactical traffic, though its use is not so confined to operational messages as is flaghoist. Short administrative messages are often sent by flashing light instead of by radio. It can be used interchangeably with semaphore. In peacetime, the lights are used at night, when semaphore cannot be seen. Flashing light is usually used either by day or night, when considerable distance is involved.



Nun Buoy

SIGNS and SIGNALS SEA

Color Code Red 

Green 

Yellow 

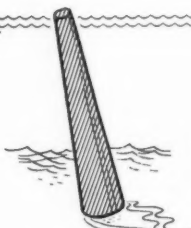
United States Buoys



Can Buoy



Nun Buoy



Spar Buoy



Mid-Channel or Fairway Marker



Buoy Marking Obstruction

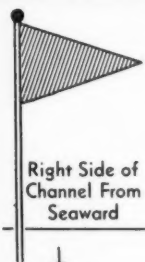


Buoy Marking Dredging

Black—Odd Numbers
Red—Even Numbers

Temporary Channel Markers

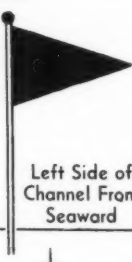
Day Signals



Right Side of Channel From Seaward



Obstruction Marker



Left Side of Channel From Seaward



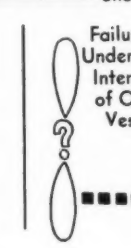
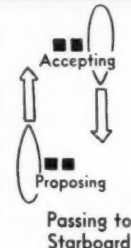
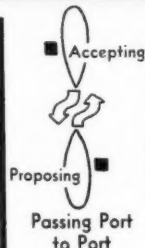
Fairway Marker

Night Signals (Blinking)



Inland Waters Sound Signals

Short Blast: Long Blast:



Bell Symbols



Ahead Slow



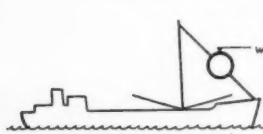
Engine Idling Clutch Out



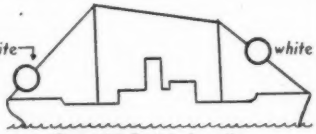
Failure to Understand Intention of Other Vessel

Anchor Lights

Night Signals—Lights at Anchor



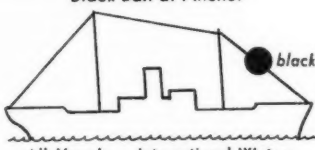
Under 150 Feet in Length



Over 150 Feet in Length

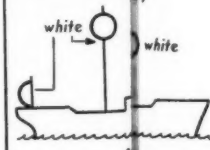
Day Anchor Signal

Black Ball at Anchor



















All Vessels — International Waters

Running



International Alphabet, Flags

A ALFA 	B BRAVO 	C CHARLIE 	D DELTA 	E ECHO 	F FOXTROT 	G GOLF 	H INDIA 
			P PAPA 	Q QUEBEC 	R ROMEO 	S SIERRA 	T TANGO 

SEA for the SAILOR

Blue 

Black 

White 

Numbers
Seven Numbers

by
dg



Quarantine Anchorage



Fish Trap or Net Marker




Lighted Buoy



Bell Buoy



Whistle Buoy

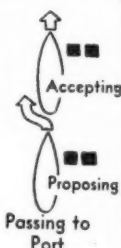
Long Blast: 



Passing to Starboard

Accepting

Proposing



Passing to Port

Symbols



Full Ahead in Direction When Signal Was Given

ng

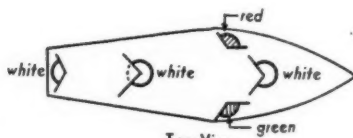
ay

white

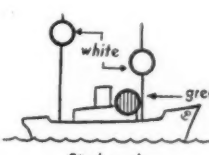
white

white

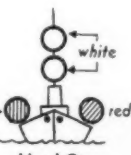
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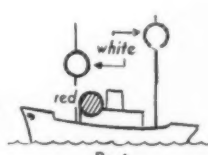
Top View



Starboard



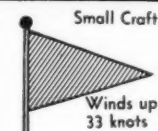
Head-On



Port

Storm Warnings

Effective 1 January 1958



Small Craft

Winds up to 33 knots



Small Craft



Day Signals

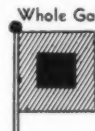
Gale

Winds from 34 to 48 knots



Gale

Night Signals



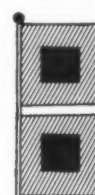
Whole Gale

Winds from 48 to 63 knots



Whole Gale

Hurricane



Winds 64 knots and up



Hurricane

I INDIA 	J JULIETT 	K KILO 	L LIMA 	M MIKE 	N NOVEMBER 	O OSCAR
V VICTOR 	W WHISKEY 	X XRAY 	Y YANKEE 	Z ZULU 	Numerals 	
						Answer



ROUND AND ROUND—Wakes of landing craft make pattern in sea during amphibious landing demonstrations.

Beach Party — Alligator Style

FOR MOST PEOPLE hitting the beach is for pleasure and relaxation, but not so with the Navymen of the Amphibious Training Command located at Little Creek, Va. For these men it is the serious business of amphibious warfare training that they teach each year to thousands of men from all branches of the armed forces including Midshipmen from Annapolis, West Point Cadets

and visiting NATO Navymen.

This past year marked the twelfth in which men from the U. S. armed forces, in addition to military students of friendly foreign nations, have been instructed in amphibious subjects from the operation of small landing craft to the complete planning of a coordinated amphibious operation.

Joint amphibious operations at

HOT TIME—'Beach party' held by Amphibious Training Command each year for members of the armed forces covers all phases of assault from the sea.



Little Creek, perhaps the most difficult and complex of all military movements, present an unparalleled challenge for training.

This is training in which all military branches must be proficient. It is obviously wasteful of time and material to place an air umbrella over a beach objective and pin down the troops intending to defend it, if the Navy is unable to land ground forces at the exact time and place called for in an operational order. It is equally futile for the Navy to carry out effectively its mission of bringing combat troops to beaches if these troops are unacquainted with or inexperienced in the techniques of debarking, coming ashore, deploying and advancing on the enemy shore installations.

Within the space of a few thousand yards—in the narrow gap between the seaborne invasion force and enemy resistance ashore—the striking power of all branches of the armed forces must be marshalled and coordinated for maximum effect.

If joint effort is to be successful, it must be closely timed and smoothly synchronized. Skill in these operations is born of constant study and practice such as that which unfolds each summer on the beaches

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ASSAU

of the U. S. Naval Amphibious Base, Little Creek, Va.

First taste of amphibious operation for the trainees consists of study of the organization and functions of a joint amphibious task force. Then after an over-all look at amphib warfare, the men receive instructions in specialized aspects. Typical of these subjects is Amphibious Intelligence where the student learns to collect, evaluate, and disseminate intelligence in the amphibious operation.

Other subjects include requirements of and need for an amphibious operation order; influence of nuclear weapons on such an operation; and problems of combat-loading of ships and ship-to-shore movement.

Indoors and out, the U. S. and foreign students gain the benefit of other military personnel's past experiences in a two-week capsule. They descend on landing nets at sea, take part in ship-to-shore movement and shore party operations, and try out boat handling, beach party operations, naval gunfire support, and communications.

Going afloat for four days, the trainees fill the roles of combat information center officers, deck officers, boat coxswains, troop officers and NCOs and perform other tasks of an amphibious attack and landing force. Then on the last day of the two-week training period they par-



SECOND-STORY men of invasion demonstrate vertical envelopment phase of amphibious warfare as 'copters bring troops in over the landing craft.

ticipate in a realistic assault landing on Virginia beaches.

In this year's operations, a task force of 14,000 men in 35 offshore ships provided the landing craft, helicopters and other support for the students and two thousand Marines who hit the beach together in a typical operation.

From bleachers on the shore several hundred civilians and high ranking military officers watched the landings along with 550 U. S. Military Academy cadets as part of their

orientation in naval coordinated operations.

When the indoctrination ended and the beach was secured all the students agreed that the life of an "alligatorman" is exacting. He must be tough—plenty tough—in order to withstand the rigors of the varying conditions under which he operates. This means he must be physically fit and mentally alert; the training at Little Creek is directed toward this end.

—James J. French, JO2, USN.

ASSAULT WAVES of landing craft advance toward beaches of Little Creek, Va., for combat with the enemy.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



STACKED—Three F9F Cougar jets of VF-144 make a striking appearance while operating off USS *Hornet* (CVA 12) in the Far East. Note new tail markings.

AVP Subs as Flattop

As a rule, a ship's designator gives a pretty good idea of its primary job. *uss Floyds Bay* (AVP 40), for example, calls herself a seaplane tender. For a relatively short period, however, she almost moved up into the *Forrestal*, *Saratoga* and *Ranger* class. Or maybe *Thetis Bay*.

While participating in a search for a downed pilot off the coast of Santa Catalina Island, *Floyds Bay* was asked to take aboard a rescue helicopter that was low on fuel. Although, like most seaplane tenders, *Floyds Bay* was not equipped with a flight deck, it didn't take several months in a shipyard to make the conversion. It took 10 minutes.

To make the landing possible two eight-foot stanchions were rigged and the flag staff cut away. After

alterations the space left for the helicopter, which normally requires 90 feet in diameter to land, was only 30 by 35 feet.

At this point, Edward Tyrell, AB2, who had experience in landing helicopters, used a pair of red and green flags to good advantage, directing the helicopter to hover, lower and stop. The helicopter, an HUP from HU-1 at Ream Field, nestled down with about a foot to spare fore and aft and 10 minutes of fuel left.

The "whirlybird" was refueled and the pilot downed a cup of coffee before taking off to rejoin the search. So successful was the maneuver that *Floyds Bay* took aboard another helicopter—this one a pot-bellied Marine HS copter from MCAS, El Toro.

Both pilots gave credit to Tyrell for making the landings possible.

Radar for Landing Craft

New lightweight radars aboard amphibious control craft will help coxswains land assault troops on an enemy beach in fog or other conditions of zero visibility day or night with pinpoint accuracy and timing.

LCP(L) (landing craft, personnel, large) and LCV (landing craft, vehicle) will soon be outfitted with small-boat radars. The new Navy model has proven to be accurate, rugged and easy to operate and maintain during recent tests at the Naval Amphibious Base, Little Creek, Va.

The radars will enable small craft to navigate safely through uncharted or dangerous waters by providing sharp, high definition targets on a 10-inch radarscope.

At present the radar will be installed in only a percentage of landing craft. During an invasion landing, radar-equipped leaders can check not only their own positions, but can monitor the other craft as well.

Rescue Copter Certificates

Helicopter Utility Squadron Two has awarded 12 men Rescue Helicopter Aircrewman Certificates in recognition of their proficiency in the art of helicopter rescue.

The certificates, originated by HU-2, are awarded as a means of formally recognizing the skill necessary to qualify and serve as a helicopter-borne lifesaver.

The designation of Rescue Helicopter Aircrewman signifies that in addition to the general qualifications of an aircrewman, the recipient has demonstrated his skill in helicopter rescue procedures. He has shown his ability to go into the sea from the helicopter to rescue an unconscious or helpless survivor.

The first group to receive the certificates from HU-2 includes: J. D. Herber, AD2; W. A. Monnen, AD3; J. R. Funk, AD2; W. J. Keller, AD2; W. D. Brown, AD1; A. F. Gerencser, ADC; D. B. Moyer, AD3; J. J. Geddes, AE1; G. G. Earl, ADC; C. W. Peterson, ADC; A. H. Milot, AT2, and R. A. Hefferman, AD3.

YESTERDAY'S NAVY



On 19 Jan 1840 *uss Vincennes* and *Peacock*, of LT Charles Wilkes' expedition positively and independently identified land in the Antarctic area. On 26 Jan 1913 the body of John Paul Jones was placed in its crypt in the Chapel at the U. S. Naval Academy, Annapolis, Md. On 26 Jan 1856 *uss Decatur* shelled Seattle, Wash., to protect the settlers from Indians. On 27 Jan 1942 *uss Seawolf* (SS 197) delivered ammunition to American forces at Corregidor, P.I., and evacuated Navy and Army pilots. On 31 Jan 1944, the Navy landed Marines and Army troops on Kwajalein and Majuro in the Marshalls.



IT'S BEAN GOOD—Newsmen sample bean soup entry of G. C. Koller. Rt: Top soupman Chief Smith and beans.

What's for Chow? You Guessed It — A Prize-winner!

Navy beans have gone to pot—literally, not figuratively—in a world-wide effort to show that seagoing chefs serve super soup.

The effort—a contest jointly sponsored by a newspaper in Memphis, Tenn., the *Commercial Appeal*, and the Chief of Naval Air Technical Training at NAS, Memphis—was dubbed "Operation Bean Soup." Object of the slurp-slurp (as opposed to hush-hush) operation was to find the best soup recipe in the Navy and, in the process, the Navy's best bean soup cook.

Despite the fact that contestants had less than three weeks in which to submit their recipes, 81 official entries got in under the wire. And, counting those which were too late to make the contest deadline, more than 100 recipes were "soupmitted." To give the contest an international flavor there were even entries from the Greek and Italian navies.

The recipes came from as far away as Antarctica and from as high up as a four-star admiral, but the contest winner—the souperman supreme—was a four-star professional cook—Charles Smith, CSC, USN, who is in charge of the galley at the Naval Radio Station, Sabana Seca, Puerto Rico. Second place went to A. Guadelupe, SDC, USN, of *uss Bon Homme Richard* (CVA 31), and the third-prize went to G. C. Koller and K. R. Schneider, CS1s, USN, of NAS Memphis.

Smith's winning recipe (which serves 100) calls for:

- Five and one-half pounds Navy beans soaked in water three to four hours and drained
- Cold water sufficient to cover beans
- Five and one-half ounces chicken base

- One ounce chili powder
- One-fourth ounce whole cloves
- One pound chopped onions
- One-half pound chopped green pepper
- One and one-half ounces salt

To cook it, let the ingredients simmer three to four hours. Add water as needed. Mix together eight ounces flour, one-half ounce pepper and one quart water, blending into smooth paste and stirring into soup. Simmer additional one-half hour if water and flour are used.

In addition to the three top recipes, seven entries were accorded honorable mentions. These came from *uss Lake Champlain* (CVA 39); *uss English* (DD 696); *uss Harve* (PCE 877); NOB Yokosuka, Japan; the Station Hospital, Naples Italy; the Little America station for Operation Deep Freeze; and the Submarine Force, Pacific Fleet.

Two entries with a distinct southern flavor had to be eliminated from competition because they were not considered true Navy bean soups. One of these, entered by VADM

SOUP SIPPER — Under Secretary of Navy, W. B. Franke, tastes entry — acting as one of the contest's judges.



Charles R. Brown, an Alabaman, called for the use of black-eyed peas instead of Navy beans. The other, "Dixie Soup," entered by ADM Jerauld Wright, was apparently designed for use with Confederate Navy beans. Here, in part, is ADM Wright's recipe:

"Pass beans through a de-Bostonator to remove any trace of New Englandism and treat thoroughly with a Memphasizer for Southernization.

"Next, take a large Tennessee onion and peel and slice without restraint of emotion. Simmer with a large hunk of butter churned by a Tennessee mountain maid from cream given by a cow bred south of the Mason-Dixon line and fed on Shelby County (Tenn.) corn. Add a small piece of smoked pork fat cut from a young plantation-grown and hand-fed pig.

"Cook selected beans to consistency desired and fold in other ingredients. Pass resulting elixir through an Armed Forces amalgamator to assure finest possible blend. Serve for breakfast."

The soup contest made quite a hit with the people of Memphis. In a special luncheon at a local bank and in five local restaurants, Commissaryman Smith's first-prize soup was featured on the menu. At two of the restaurants demand for the soup exceeded the supply. Customers had to be turned away the first day the soup was served, so both places featured the soup for a whole week.

Because this year's Operation Bean Soup was such a success there's a good chance that the contest will be made an annual event from now on.



BLUEJACKETS IN RED COATS — In commemoration of Yorktown victory, sailors of *USS Currituck* (AV 7) re-enact battle in old time British uniforms.

Ship Inactivation Schedule

Twenty-two more ships—among them the heavy cruiser, *uss Albany* (CA 123)—will be inactivated in the first six months of 1958 to comply with limitations on personnel and funds. These mothballings, designed to provide the best possible balance

of naval forces while remaining within the limitations imposed for fiscal year 1958, will reduce the number of active Fleet units to 901 by 30 June.

Men in the 22 ships will be reassigned to other operating units or to new or converted ships scheduled

for commissioning in the near future.

The ships involved and their inactivation dates are as follows:

<i>uss Albany</i> (CA 123)	(Date not set)
<i>uss Owen</i> (DD536)	28 Feb-27 May
<i>uss Stephen Potter</i> (DD 538)	28 Mar-27 Jun
<i>uss Erben</i> (DD 631)	28 Feb-27 Jun
<i>uss Stembel</i> (DD 644)	28 Feb-27 May
<i>uss Balao</i> (SS 285)	11 May-31 Jul
<i>uss Virgo</i> (AKA 20)	10 Feb-9 May
<i>uss Carpellotti</i> (APD 136)	1 Feb-30 Apr
<i>uss Shea</i> (DM 30)	10 Jan-9 Apr
<i>uss Gwin</i> (DM 33)	13 Jan-12 Apr
<i>uss Harkness</i> (MHC 12)	3 Feb-2 Apr
<i>uss Jas. M. Gilliss</i> (MHC 13)	30 May-29 Jul
<i>uss Bunting</i> (MHC 45)	1 May-30 Jun
<i>uss Gull</i> (MHC 46)	15 Nov (1957)-14 Jan
<i>uss Merganser</i> (MHC 47)	3 Feb-2 Apr
<i>uss Waxbill</i> (MHC 50)	1 May-30 Jun
<i>uss Blackbird</i> (MHC 11)	3 Feb-2 Apr
<i>uss Albatross</i> (MSC(0) 1)	(Date not set)
<i>uss Ches. T. O'Brien</i> (DE 421)	1 Apr-30 Jun
<i>uss Tweedy</i> (DE 532)	11 Apr-10 Jul
<i>uss Tills</i> (DE 748)	15 Apr-14 Jul
<i>uss McClelland</i> (DE 750)	15 Apr-14 Jul

The last two ships, *Tills* and *McClelland* are now assigned to naval districts for Reserve training. They will be replaced by *Coolbaugh* (DE 217) and *Greenwood* (DE 679).

Another Prizewinner — This One Takes the Cake

Off-duty hours earned a first place prize in "Practical Cake Decoration" for James Nieto, CS2, USN, at the 42nd National Hotel Exposition held in New York.

The theme used for the exhibit was "Holiday." A dozen cakes were baked, each decorated to represent a holiday of the year. For such a task Nieto thought out and drew on tracing paper, designs which would represent the national holidays. On one cake New Year's Eve was symbolized by the face of a clock with its hands stopped at five minutes before twelve.

"It's with pressure exerted from the knuckles," declared Nieto in explaining how he decorated the cake with a frosting tube. Thus with a facile hand Nieto topped one cake in green frosting with a clover leaf for St. Patrick's Day, another in orange with a pumpkin for Halloween and with pink and red he painted a heart on the Valentine Day cake.

Nieto is the pastry cook at the U. S. Naval Receiving Station, Brooklyn. On his off-duty hours he studied culinary techniques at the Community College in Brooklyn.

Nieto hails from South Gate, Calif., and attended Gallup High School in Gallup, New Mexico. He entered the Navy in 1942, and after boot training in San Diego, was sent to Pearl Harbor for his first duty. Since that time he has

served on different types of Naval vessels. Before reporting to the Receiving Station, he was stationed in San Diego.

While on board ship, Nieto was noted for his cake baking for holidays and birthdays of the crew.



BUSMAN'S HOLIDAY — Studying culinary techniques in off-duty hours led to a first prize at National Hotel Exposition for James Nieto, CS2.



PREPARATIONS for meeting oiler keep the crew busy.

Sea-Going *Regulus*

NAMED FOR THE LARGEST and brightest star in the constellation Leo, *USS Regulus* (AF 57) is not a glamorous ship. Her crew's duties are largely routine with much of it involving stevedoring that can be a dangerous task when replenishing at sea in foul weather.

However her crew finds solid compensation in the knowledge that provisioning ships are vital to the U.S. Navy's ceaseless task of providing power for peace.

This floating food shop carries more than a million dollars worth of provisions in its four holds. *Regulus* carries about 290 items of chilled, frozen and dry provisions during her cruises out of NSC, Oakland, for distribution to the Seventh Fleet throughout WestPac, the China Sea, and Far Eastern ports. The contents of her refrigerated cargo capacity which would fill about 100 railroad cars, include enough potatoes to feed her crew for 13 years and enough coffee to make 1,650,000 cups.

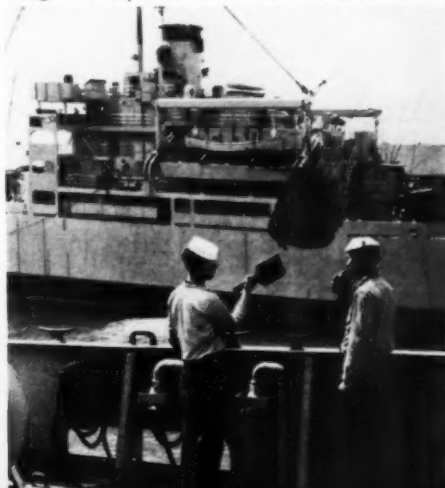
Handling cargo on the high seas demands the kind of skill and training that *Regulus* men have plenty of. Tossing and rolling seas could play havoc with lines, nets, and cargo endangering ship and crew if all hands were not alert and capable. These reefermen waste no time in coming across with the goods. Their motto is to satisfy the customer and not to keep him waiting.



'HEADACHE BALL' on cargo hook calls for careful handling. Below: 20-foot waves give reefermen hard time.



TRAINING pays off. Cargo handlers practice with training ship at Freight Transportation School, NSC, Oakland.



Here's Run



"A PERFECT GAME! Wow! It's something that happens only once in a million times." That's how Stanley W. Pointek, ADC, USN, expressed himself when he reached the pitcher's pinnacle by tossing a perfect—no-hit, no-run, no-man-reach-first—softball game.

A windmill right-hander with a Babe Ruth chest, Chief Pointek pitches a ball so fast you think it's jet-propelled. He doubles as player-coach for the NAS Pensacola "Goslings" and is undoubtedly the winningest pitcher NABTC has ever produced.

Stan Pointek has pitched more than 12 no-hitters in the last 20 years. His perfect game, however, tops all of his sports deeds to date. He accomplished that feat in June 1957 when he did not give up a single hit or walk, and allowed none of the 21 NAAS Ellyson batters he faced to reach first base.

For his one-in-a-million hurling chore, Chief Pointek was presented, on behalf of the Chief of Naval Personnel, a perfect-game trophy. He is one of more than 215 Navymen to receive trophies as a result of the Navy's policy of recognizing outstanding athletic feats.

In February 1956, ALL HANDS published a story and list of the first 76 Navymen who had received Athletic Achievement Trophies since the awards program went into effect. The Chief of Naval Personnel inaugurated his Athletic Achievements Awards Program in October 1954 "to further the interest in the Navy Sports Program and to recognize officially the man performing such an outstanding athletic feat."

Since then, the number of trophies presented has jumped to more than 215. They are being handed out at the rate of one every five days. Of the trophies presented to date, three

Pitching Prize



of them are for no-hit, no-run baseball games; 15 for bowling—five for "300" games and 10 for 700 series; 170 to golfers who scored a hole-in-one; and 27 for perfect, no-hit, no-run, no-man-reach-first softball games.

Of the 27 perfect softball games, perhaps the most outstanding performance recorded was that by Dave Ball, SDC, USN, of NAS Patuxent. While pitching for VR-1, the 37-year old hurler struck out 20 of the 21 batters he faced to score a 5 - 0 shutout over VR-22. Just a month later, in the 1956 ComAirLant Softball Tournament at Norfolk, Chief Ball was again on the ball as he struck out 15 ComFairjax batters to register his second perfect game.

Chief Ball, however, is not the only Navyman to pitch more than one no-hit, no-nothing softball game. I.C. Green, BM2, USN, has three perfect games to his credit, and three sparkling trophies from the Bureau to prove it.

Irv Green pitched his first perfect game back in May '55 when he was on the mound for the San Diego Naval Station "Zippers." He fanned 18 batters to shut out USS *Piedmont* (AD 17), 13 - 0. He earned his second Sports Achievement Trophy just 27 days later when he struck out 19 Camp Elliott batsmen. Green blanked NTC San Diego by a score of 7 - 0 in June 1956 for his third perfect game. In that one, 19 NTC hopefuls went down swinging.

Although not having any perfect games last year, Green racked up a record that's hard to match. While playing at Pearl Harbor for the Pacific Fleet Service Force, he pitched every game the Packers played and led them to the Hawaiian Inter-Service Softball Championship. Sporting a 28 - 8 won-loss record for the 1957 season, Green yielded but 14 earned runs in 263 innings of league play.

While Green leads the field with three perfect games, Leo Pitch, AD1, USN, R. G. Trostel, YNSN, USN, and Chief Ball each have two 4.0 games to their credit.

Pitch, who does just what his name implies, tossed his first perfect game on 8 May 1956 and his second, just four days later while hurling for the "Flyers" from NAS Agana,

ALL HANDS

Rundown on Navy Awards

Guam, in the ComNavFor Marianas Softball League.

Trostel won both of his awards in May-June 1955 while he was a team mate of Green, playing for the San Diego Zippers. He scored his first perfect game by whiffing 17 to shut out NavCommSta, 10 - 0. His second was the result of a 17 - 0 win over USS *Piedmont*.

Chief Ball holds the strikeout record with 20 out of 21; Green is next with 19 out of 21 in two perfect games and 18 in his third; TSGT John L. Watkins, USMC, and Robert D. Clason, CD3, USN, are also credited with 18 strikeouts in the perfect games for which they won their Achievement Awards.

One of the most recent Navymen to receive the 4.0 softball game award is Henry C. White, HM1, USN, who is assigned to the Naval Hospital at Newport, R. I. He hurled his 4.0 game by downing the Officer Candidate School in the Newport Naval Base Intramural League by a 4 - 0 score. Before tossing his trophy-winning game, White had pitched four nearly perfect games. Winning them all, he averaged 12 strikeouts a game. In the four games before his perfect one, he had three one-hitters and a two-hitter.

To date, only three Athletic Achievement Awards for baseball have been presented. They were

awarded on the basis of no-hit, no-run games. The first went to Ronald Dean Kihega, SN, USN, of NAS Atsugi, Japan.

Orland Gray Mecham, SA, USNR, won the second when he was on the mound for the NTC San Diego Blue-jackets on 21 Jul 1956 as they pounded out a 17 - 0 victory over their arch-rivals, the San Diego Marine Corps Depot.

Facing only 29 batters, big Bud Mecham, who has a contract with the Boston Red Sox, whiffed 10 Marine batsmen. He walked two, and a third man reached first on an error.

The only other no-hit, no-run baseball trophy issued so far, went to Richard J. Irvine, AN, USN, of NAS Norfolk, for his performance in September '56 against the Norfolk Naval Station nine. Of the 30 players he faced, only two men reached first—one on a walk and the other on an error.

When it comes to bowling, 1956 was a record year for Navy kegglers. Four perfect games and nine 700 series were rolled after 15 months elapsed without an Achievement Award being presented for bowling.

William E. Darton, HMC, USN, of the Naval Hospital Corps School at San Diego, was the first to break the ice when he bowled a 244, 246 and 213 for a total of 703 on 15



Golfing Goal

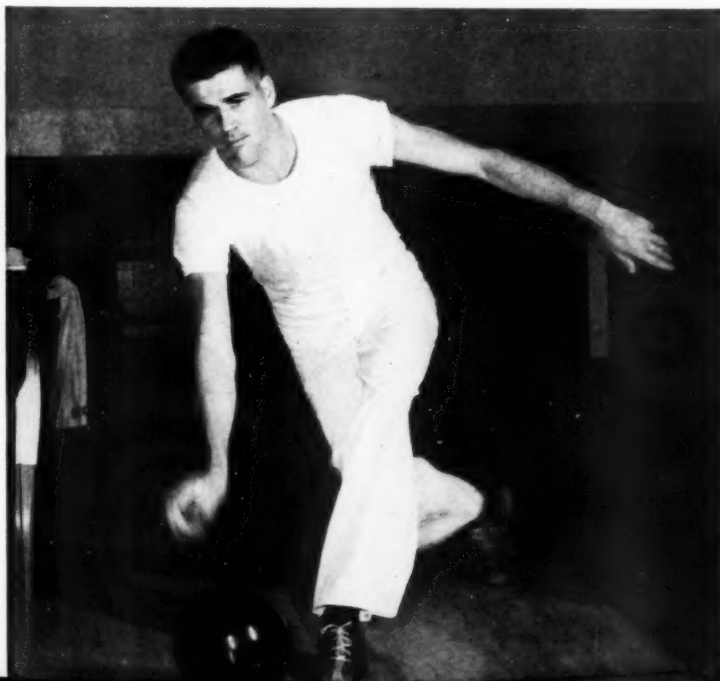
Feb 1956. Anthony G. Amptmann, SN, USN, rolled a 247, 203 and a 277 for a 727 series on 11 May 1956 at the U.S. Naval Station, Kodiak, Alaska, to be the second man to receive an Achievement Award for bowling.

The first to receive a 300 game trophy was Enoch F. Miller, PNC, USN, of the staff, Com13. He bowled his perfect game at Seattle's Green Lake Bowl on 10 Jul 1956.

Chief Miller claims he had a somewhat tender thumb that night as he had bowled in the 40-Game Endurance Classic at Ogden, Utah, the week before. In the first of his three game series, he rolled a 189. "The tenderness was gone by the start of the second game," he said, "but after seven consecutive strikes, the thought of a 300 game was too much for me. It caused enough tension that the first ball of the eighth frame left a 6-7-10 split." With his perfect game ruined, Miller went on to pick up the split and mark again in the ninth and tenth frames to finish with a 254.

He started the third game off with a bang and as Miller put it, "the first seven balls were good pocket hits. You couldn't ask for anything better. Again I was confronted with the 'exasperating eighth.' Trying to relax, he took a cold drink but all he could think of was the split in the eighth frame which ruined his last game. Resolving to remain relaxed, he let his eighth ball go. It crossed over to the "Brooklyn" side but still carried without hesitation.

After conquering the troublesome eighth frame, Miller felt confident again and placed the ninth and tenth balls right in the pocket. "The 11th, however, had me sweating again."





Bowling Booty

he said, "but luck was with me. I had a thin 'Brooklyn' hit with sweep-er action which left most of the pins laying on the alley. After brushing the dust off my knees, I delivered the 12th ball. I was sure it would be a strike from the time it left my

hand." It was, and Chief Miller became the first Navyman to become eligible for the coveted Achievement Award for bowling a perfect "300" game.

Since Miller proved it wasn't impossible, B. E. Haytcher, CTSN, USN, of NavSta Sangley Point, P. I.; William H. Coldiron, DT3, USN, of ComServPac; LCDR Gabriel J. Gamache, USNR, of NavSta Key West, Fla., and Warren H. Gonyea, YN1, USN, of NavSta San Juan, P. R., have rolled "300" games and received trophies from the Chief of Naval Personnel in recognition of their feats. Haytcher also received a 700 series award as he rolled a 244 and 174 along with his 300 for a total of 718 in the three game series.

Joseph Nagy, YN2, USN, of the Service School Command, NTC San Diego, is the proud possessor of three Achievement Awards for bowling three 700 series. He rolled a 701 on 14 Aug 1956, a 711 on 17 Oct '56, and a 729 on 11 Dec '56. His highest game was a 277.

A member of the NTC San Diego varsity bowling team, Nagy has been bowling for a number of years. In

1952, before the Awards Program was established, he rolled a 300 game and a 762 series at NAS Lakehurst, N. J.

Now that Navy keggers have found the pocket, and pitchers continue those "one-in-a-million" hurling chores, golfers in blue continue to do right well for themselves as they live up to Bobby Jones' classic: "If golf is worth playing, its worth playing right."

And play right is just what a good many Navy golfers do. If the old saying about from tee to cup in one stroke is a test of golfing accuracy, then the Navy can boast of nearly 170 golfers who play the game "right." Proof of that claim is the 170 hole-in-one trophies the Chief of Naval Personnel has awarded to Navy golfers since the Athletic Achievement Awards Program began in October 1954. 80 of them were in 1954-55 and 67 in 1956.

To date only four Navymen—Lambert A. Wight, ADC, USN; CDR W. W. Moore, (CEC), USN; CAPT Benjamin N. Ahl, (MC), USN; and John L. O. Barker, GMC, USN, have been awarded two hole-in-one trophies each.

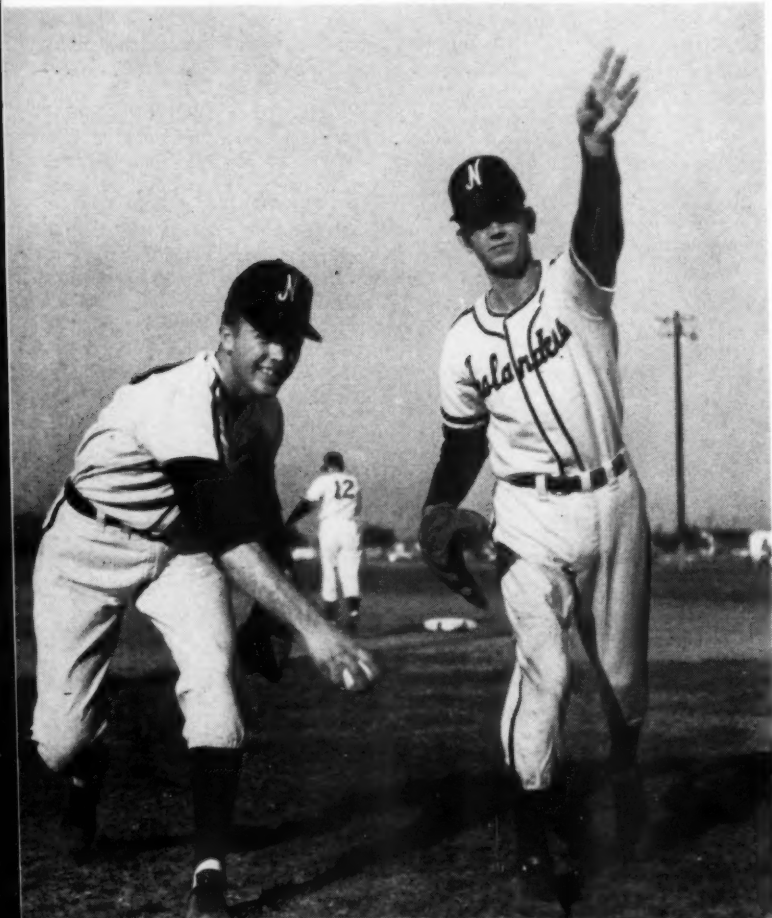
A 335-yarder by Billy E. Golden, HM2, USN, is the longest ace recorded. He made his perfect long-shot on the par four, number four hole at the Eagle Haven Golf Course at NavPhibBase Little Creek, Va. Golden, who is now assigned to the Bethesda Naval Hospital, Washington, D. C., wound up his game with an 18 hole score of 74.

Sad but true, the shortest hole-in-one recorded to date was an 80-yard ace scored by LCDR John F. Hanlon, USN, at the Presidio Hills Golf Course in San Diego. Eighty yards or 335, the shortest is still a hole-in-one and counts no more nor less than the longest.

Hard to believe, but true, are the holes-in-one made by CDR Robert A. Stalter, (MC) USN, and LT Joel E. Ross, (SC) USN. They both made their aces while playing in a two-some on 18 Feb 1956 during the Championship Golf Tournament at NavSta Trinidad, B.W.I.

Here, in CDR Stalter's own words, is how he scored his hole-in-one: "Using a seven iron, I shot from the number three tee. The green is 144 yards away. My ball veered to the left of the green, hit a tree and bounced back on the green. . . . We did not see my ball on the

ALL HANDS



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SOFTBALL PITCHERS can earn same trophy as hardball hurlers with a no-hit, no-run, no-man-reach-first game.

green so I assumed that it went beyond it. As I was looking for it, LT Ross looked into the cup and then at me. He called me over and much to my surprise, there resting in the cup was my ball."

LT Ross, on the other hand, made a straight shot which hit short of the green and didn't need the assistance of a tree to make his hole-in-one. He scored it on the seventh tee with a six-iron. Although his drive landed short of the 147 yard pin, it bounced and rolled onto the green and into the cup.

Requests for hole-in-one trophies come into the Bureau of Naval Personnel in a number of different forms. Some are formal; others are first hand accounts. Some are written in a humorous vein.

Pershing J. Vezinat, HMC, USN, had been playing golf for only one year and four months, when he already had three holes-in-one to his credit. Chief Vezinat, who was assigned to the Cairo Office of the U.S. Naval Attache, sent a statement to the Bureau when applying for his award which read:

"This is to certify that on Sunday morning, 31 Jul 1955, Pershing J. Vezinat made a hole-in-one on hole number one at the Maadi Sporting Club, Cairo, Egypt. This hole is 252 yards long, having a clump of trees in the middle of the fairway between the tee and the green. He used a number four wood."

It was signed by:

Shabaan Salama, Caddie;

Libad Hassan, Caddie;

Mohammed Aslag, Green Keeper;

El-Shiekh Hussien Hassan, Golf Pro and Green Instructor.

Other than the above statement which was written in Egyptian, and another in the form of a court martial, one of the most unusual requests for hole-in-one trophies received to date was that from CDR Joseph C. McKinney, USN, who is assigned to the Headquarters, Continental Division of MATS at Kelly Air Force Base, Texas. He submitted his request in the form of an Aircraft Accident Report. It read:

Report of an Accident

(Editor's Note: At least he's honest)

- a. Place: San Antonio, Texas
- b. Scene of accident: Kelly Golf Course, number eight (8) hole
- c. Date: 21 March 1957
- d. Weather: Clear
- e. Wind: North, 15 knots
- f. Obstructions: Trees and bunker left, sand traps left and right of green.
- g. Direction of flight: North
- h. Distance: 170 yards
- i. Altitude: Approximately 50 feet
- j. Terrain: Grassed, no rock and rolling

Here's How to Qualify for Athletic Achievement Awards

The regulations and eligibility requirements for the individual Athletic Achievement Awards presented by the Chief of Naval Personnel are not published in any BuPers Instruction or Notice. They are, however, published periodically in the *Special Services Newsletter*. Since that publication has limited distribution and the guide lines governing the eligibility for the Achievement Awards were changed on 1 Oct 1957, here's an up-to-date summary of them:

- **Eligibility**—All naval officers and enlisted personnel except NROTC students and USNA midshipmen on active duty for 90 days or more are eligible.

Appropriate engraved trophies will be presented to Navymen for individual accomplishments in baseball, bowling, golf and softball in accordance with the following requirements:

- **Baseball**—For pitching a no-hit, no-run game during a scheduled game. Requests should be forwarded to the Chief of Naval

Personnel via your commanding officer. An authenticated copy of the score sheet should accompany each request.

- **Bowling**—For rolling a "300 game" or a "700 series" (scratch) in ten pins. Forward your request properly attested by your team mates or opponents, and an official of the bowling alley, to the Bureau, via your commanding officer.

- **Golf**—For making a "hole-in-one" on a regulation golf course. (A regulation course is defined as one having no more than five par three holes out of the 18 holes.) Requests should be forwarded to the Bureau, via your CO, along with the score card properly attested by your playing partners and the course professional.

- **Softball**—For pitching a no-hit, no-run, no-man-reach-base game during a scheduled game. Requests should be forwarded to the Chief of Naval Personnel via your commanding officer. An authenticated copy of the score sheet should accompany each request



TEAM WORK, a good pitching arm and a dash of luck are the ingredients that go into the making of Navy's trophy for pitching no-hit no-run game.

BASEBALL

(No-hit, no-run game)

Ronald Dean Kihaga, SN, USN
Orland Gray Mecham,
SA, USNR

Richard J. Irvine, AN, USN

BOWLING

(300 game or 700 series)

William E. Darton, HMC, USN

(700 series award)

Anthony G. Aptmann, SN, USN

(700 series award)

Enoch P. Miller, PNC, USN

(300 game trophy)

Mike Connolly, YN2, USN

(700 series award)

B. E. Haytcher, CTSN, USN

(Two awards - a 700 series
award and a 300 game
trophy)

Eugene C. Prince, PNC, USN

(700 series award)

William H. Coldiron, DT3, USN

(300 game trophy)

J. B. Amgwert, HMC, USN

(700 series award)

LCDR Gabriel J. Gamache,

USNR (300 game trophy)

Joseph Nagy, YN2, USN

(Three 700 series awards)

Michael M. Ganitch, QMC, USN

(700 series award)

Warren H. Gonyea, YN1, USN

(300 game trophy)

SOFTBALL

(No-hit, no-run, no-man-reach-
first)

Irv C. Green, BM2, USN

(Third award)

Leo Pitch, AD1, USN

(Two awards)

Tony D. Ortega, SH2, USN

TSgt John L. Watkins, USMC

Frederick Faison, HM1, USN

Stanley M. Framstad, AD3,

USNR

John W. Koerber, MNC, USN

Kenneth E. Smith, AK1, USN

Robert Dean Clason, CD3, USN

Glen Collin Mongeon, AM1,

USN

Charles R. Breyman, HMC (SS),

USN

Dave Ball, SDC, USN

SSgt Robert C. Kendrick, USMC

Victor Oosterbaan, AT2, USN

Jerry T. Walker, EN1, USN

Leland P. Whelan, AN1 (SS),

USN

ENS Charles E. Horton, USNR

Stanley W. Pointek, ADC, USN

Henry C. White, HM1, USN

GOLF

(Hole-in-One)

LCDR Carl W. Coe, USN

CDR Frank N. Shramer, USN

H. E. Hoover, PNSN, USN

LTJG S. C. Peake, (MSC), USN

LT Joseph L. Elwood, (SC), USN

John L. O. Barker, GMC, USN

(Second award)

LCDR Donald F. Schug, USN

CAPT E. B. Ellsworth, Jr., USN

CAPT A. J. Barrett, Jr., USN

Max S. Fonseca, SO1, USN

Billie Van McIntyre, CS1, USN

CAPT Jamie E. Jones, USN

CAPT Eugene C. Rider, USN

CDR Erwin W. White, (MSC),

USN

LCDR J. E. Larson, (SC), USN

LTJG John D. Byerley, USNR

LCDR James J. Marta, USN

LT Malmgum E. Whitt, USN

CDR E. R. Foster, (CEC), USN

LCDR Ray E. Novelli, USN

Anthony E. Zinni, ADC, USN

LT Joseph G. Nemetz, USN

Frank J. Finocchio, PNC, USNR

Frank E. Kirkwood, CT1, USN

CDR R. A. Stalter, (MC), USN

LT Joel E. Ross, (SC), USN

CDR Jack L. Stowe, USN

Frank W. Bussing, HM2, USN

Pershing J. Vezinat, HMC, USN

LT John A. Widman, (CHC),

USN

LCDR Robert Q. Wallace, USN

W. P. Horton, DT3, USN

G. R. Soukup, HMC, USN

R. H. Spring, DTC, USN

Henrik Volkman, ETC, USN

CDR D. A. Henning, USN

MSGT Charles B. Griffin, USMC

LTJG Earl C. Lee, USN

LTJG Will T. Lynch, USNR

Virgil D. Youmans, SO1, USN

LCDR W. M. Morgan, USN

Marvin A. Sylvester, HMC, USN

Victor J. Martin, AD2, USN

Raymond O. Wagner, AOC, USN

CDR Samuel R. Wideberg, USN

R. W. Lambert, ETC, USN

James I. Wagoner, HMC, USN

CAPT A. B. Dickie, USN (Ret.)

John J. Keimig, DKC, USN

CAPT D. W. Boone, (MC), USN

Michael DeParis, SHC, USN

William C. Mills, AMC, USN

Robert Pritchett, Jr., SKG3,

USNR

Elmer J. Rago, EM1, USN

Kendel C. Jorge, PN2, USN

CDR Carl A. Prince, (SC), USN

William J. Little, MN2, USN

CDR Floyd Loomis, (SC), USN

LCDR John J. Wohlschlaeger,

(SC), USN

CDR R. J. Bettinger, Jr., USN

LT. W. O. Upton, Jr., USN

CDR H. M. Thompson, USN

CDR Hal C. Rockett, USN, (Ret.)

Benjamin R. Quiroz, HMC, USN

LT Charles A. Banks, USN

Forest G. Smith, AT1, USN

LCDR Robert E. Warner, USNR

LCDR H. C. Gwynne, Jr., (SC),

USN

CDR E. H. Bayers, USN

CAPT Maurice Ferrara, USN

LCDR E. M. Wieseke, SC, USN

Gordon S. Gray, AMC, USN

Henry T. Nugent, BTC, USN

LTJG R. L. Christopherson,

(CEC), USNR

Eric D. Maiefski, SKC, USN

Bertram D. Howard, MM2, USN

CDR E. P. O'Neill, (SC), USN

LCDR Arthur LaPointe, USNR

CAPT J. W. Gustin Jr., (MC),

USN

Frank J. Goss, TD2, USN

Johnnie Savina, YN1, USN

Mario E. Alarcon, RM1, USNR

CDR J. B. Mongagna, USN

E. C. Harris, SK3, USN

CDR J. C. McKinney, USN

CDR Chambers L. Anderson,

(MSC), USN

ENS James I. Myers, (MSC), USN

LCDR R. E. Graham, (SC), USN

CDR R. A. Lindsey, (SC), USN

LCDR Woodrow C. Manley,

(MSC), USN

Mrs. Lucille Brown

Wife of LT Stanley W. Brown,

(MSC), USN

CDR Walter J. Heison,

(MSC), USN

CDR Harvey J. Smith, USN

CAPT P. B. Moore, USN (Ret.)

LTJG David H. Kester, USNR

k. Weapon used: Number Six (6) Iron

l. Point of Impact: Approximately 165
yards from point of take-off

m. Skid marks: Approximately 15 feet in
length, extending from point of impact
to the cup of number eight green.

n. Damage to equipment: none

o. Damage to personnel: none

Remarks: Since the individual concerned has
not been involved in a similar accident in
the past, it does not necessarily indicate a
trend in this direction.

CDR McKinney's "report" was en-
dorsed by the Senior Naval Officer
at Kelly Air Force Base. His for-
warding endorsement read: "Action
has been taken requiring CDR Mc-
Kinney to use a nine iron on all
short holes hereafter which should
take him out of the accident-prone
class."

To give credit where credit is
due, below is a list of the Navymen
and one dependent, who received
Achievement Awards since the
earlier winners were announced in
the February 1956 issue.

— H. George Baker, JOC, USN.

Training for Reservists

Drilling Reservists at eight Naval Reserve Training Centers will have nine more coastal minesweepers to add to their fleet of three. These ships are actually classified as training devices and are maintained by Reservists who use them for practical training alongside on drill nights and in making short cruises on weekends.

In addition to giving Reservists a chance to put into practice the procedures they have learned on mock-ups and synthetic training devices in the Centers, the minesweepers will add spirit and interest to what would otherwise be routine training.

Ships and the Training Centers to which assigned are: *Crackle* (MSC(O)-13), Providence, R. I.; *Grouse* (MSC(O)-15), Portland, Me.; *Lorikeet* (MSC(O)-49), Naval Shipyard New York (for use of Reservists at all NRTCs in the New York City area); *Linnet* (MSC(O)-24), Philadelphia, Pa.; *Redpoll* (MSC(O)-57), Charleston, S. C.; *Siskin* (MSC(O)-58), Buffalo, N. Y.; *Reedbird* (MSC(O)-51), Portland, Ore.; *Robin* (MSC(O)-53) and *Ruff* (MSC(O)-54), Seattle, Wash.

Those already in use during the trial program are: *uss Plover* (MSC(O)-33), Philadelphia, Pa.; *Turkey* (MSC(O)-56), Toledo, Ohio; and *Fulmar* (MSC(O)-47), Rochester, N. Y.

Authorization by the Chief of Naval Personnel allows District Commandants to assign Naval Reserve officers on inactive duty as commanding officers of these ships for short cruises.

The only officers who may become skippers of these ships are those who are currently assigned to a Naval Reserve pay unit under voluntarily accepted Inactive Duty Training Orders issued by the Chief of Naval Personnel and who are expected to be available for mobilization in a sea-going billet.

Forerunner of these ships to be used on a trial basis was *Fulmar*. She was turned over to the commanding officer of the Naval and Marine Corps Reserve Training Center at Brooklyn, N. Y., on 13 Dec 1956.

During the time *Fulmar* was alongside she was used for officer qualification cruises and for team training of enlisted personnel.

SIDELINE STRATEGY

TODAY, MORE THAN EVER before, you see a great many youngsters playing with a bow and arrow. But archery isn't just kid stuff. You'll find junior laying aside the sling shot or six-shooter in favor of the tools of Robin Hood usually because he's following dad's or even mom's footsteps.

Archery is fast becoming a favorite American pastime. According to a recent poll, it's the nation's tenth most popular sport. Archery ranks just behind golf and tennis. Last year, there were more than 4,600,000 active bowmen in the U.S. And from the increasing number of archery ranges you'll find at naval installations, you can be assured that a good percentage of these active archers are Navymen and their dependents.

You'll find more archery enthusiasts at NAS Norfolk and nearby Oceana than you can shake an arrow at. At Green Cove Springs, Fla., and Aiea Heights, Pearl Harbor — to name but two of the many Navy archery ranges — you'll also find sturdy shafts whistling into targets.

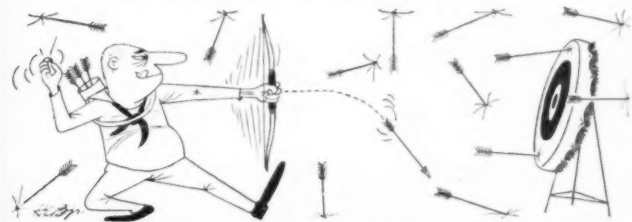
NAS Oceana boasts of one of the most active bowman clubs in the Navy. Members of the club—which number well over 100—represent a national and international cross section. Its membership includes members of all branches of the armed forces, as well as civilians and servicemen from NATO. The year-old range at the master jet base was laid out and cleared of underbrush by the voluntary labor of club

members. It features an instruction course and an American Field Archery Association sanctioned tournament course which is the scene of many state and national archery club meets.

At Green Cove, a newly organized group of Robin Hood strikers is headed by CHMACH R. H. Cassidy, usn, who has been a master of the bow since he was no taller than an arrow. Special Services supplies bows, arrows, targets and other accessories for those who do not have their own equipment. (Archers pay anywhere from \$30 to \$80 for a good bow while arrows usually run from \$9 to \$27 a dozen.) Good archers usually prefer to make their equipment.

There are three kinds of archery—target, field and hunting. In target archery bowmen use sights and shoot from set distances. In field archery, no sights are used and the archer shoots—at targets up to 80 feet away—instinctively and usually under conditions encountered while hunting in the woods. One Navy field archery range even has targets resembling animals, which require different shots at various distances.

Hunting archery is the actual stalking of game as Robin Hood and Little John did in Sherwood Forest. Hunting season will be over in most states by the time you read this, but if you plan to do some hunting next year, be sure you have a license and check local laws as they vary from state to state.—HGB



SERVICESCOPE

Brief news items about other branches of the armed services.

MODELS OF MINIATURE rockets are being used in a series of tests for the Air Force to find better protective coatings for flame deflectors on missile test stands.

The steel flame deflectors that now divert rocket exhaust during *Atlas* missile launchings are water-cooled. The present tests are aimed at finding materials with which *Atlas* test stand flame deflectors could be coated. A material that would withstand the intense rocket engine heat could be used as a protective coating for steel and minimize the need for large water storage and handling equipment at test bases.

The small rockets burn gasoline and gaseous oxygen. They develop a chamber pressure of 700 pounds per square inch and produce an exhaust stream having a theoretical velocity of 8000 feet per second.

These miniature rocket assemblies are inserted into an air-free, high-altitude tank. Test samples of various flame deflectors, mounted at various angles, are exposed to the midget blast for as long as nine seconds. The tests enable engineers on the ground to study the behavior of rocket exhausts at high altitudes.

★ ★ ★

A BULLDOZER CAB, designed to protect a driver from radioactivity while cleaning up the debris of an atomic explosion, has been developed by the Army Engineers.

Made of lead, the cab weighs about 5000 pounds. With a crane, three men can mount it on a tractor in 30 minutes. It conveniently accommodates the bulldozer operator, the tractor controls, a radio and special meters to show the amount of radioactivity in a contaminated area. Lead glass windows provide visibility on all four sides and the cab is pressurized with fresh, filtered air.

The cab has been successfully tested at Fort McClellan, Ala., and Yucca Flat, Nev., by the Special Projects Branch of the Army Engineer Research and Development Laboratories.



HOT SCOOP—A remote control tractor developed by the Army designed for use in radioactive and combat zones.



SUN HELMET—Solar batteries on the crown of the Army's helmet radio provide all the power needed for operation.

★ ★ ★

A GROUP OF AIR FORCE SPECIALISTS, taking part in a human engineering study of missile propellant-handling, have had their first taste of what operational conditions will be like at an intercontinental ballistic missile base.

Focal points of the study, which was conducted at March Air Force Base, Calif., were two electronic consoles designed to control fueling of *Atlas* ICBMs at operational bases. Through pushbuttons, and monitoring lights that indicate the opening and closing of valves, the consoles make it possible for an operator to fuel a missile with hydrocarbon and liquid oxygen propellants by remote control. Except for the arrangement of indicator lights the two consoles were identical. The main objective of the test was to find out which console was the most practical to use.

The flight engineers, petroleum supply specialists, aircraft mechanics and aircraft maintenance technicians assigned to the project were each given 14 practice runs on the equipment. During each run six "malfunctions" were inserted in the transfer system to test the individual's ability to monitor the indicator lights and understand the system.

Results of the study—the first of a series of tests—will be used to find the most effective ways of training uniformed personnel, to learn which personnel are best fitted for propellant-handling tasks, and to gain information on the best methods of preparing for an ICBM launching.

★ ★ ★

THE ARMY AND MARINE CORPS have adopted a new floating bridge, capable of supporting 60-ton loads, which can be set up at speeds at about 90 feet per hour.

Known as the M4T6, the bridge is made up of lightweight parts that can be carried by air. Its heaviest single component is a 750-pound, neoprene-coated nylon float.

The pneumatic "half-floats" join together to form a complete unit for use as a support at 15-foot intervals.

The road surface of the structure is made up of hollow aluminum alloy deck sections, less than 16 feet

long and weighing 225 pounds each, which are placed side by side in a staggered arrangement. Steel beams and plywood panels are used to provide rigidity and distribute the load to the floats.

Although the span can be put up by manpower at rates up to 1½ feet per minute, construction can be speeded even more through the use of newly developed bridge-building aids, such as a tilting-bed trailer.

The bridge was developed and tested by the Army Engineer Research and Development Laboratories, Fort Belvoir, Va.

★ ★ ★

THE ARMY IS EXPERIMENTING with the possible assignment of women soldiers to radar detection and tracking duties with antiaircraft artillery units and Nike guided missile batteries.

In a test program, underway at Ft. Meade, Md., WACs will be assigned to the previously all-male 25th AAA Brigade. If the test proves successful, additional WACs may be assigned to AAA and missile units throughout the United States.

According to Army officials, the only comparable assignment for its women soldiers occurred during World War II, when officers and enlisted women served in operational and clerical billets with two special composite AAA batteries.

★ ★ ★

THE OLD-STYLE WOODEN crate, developed during World War II to meet the hazards of wartime shipping conditions, has gone by the board.

In a project run by the Army Engineer Research and Development Laboratories, Fort Belvoir, Va., a redesigned military sheathed crate (still using wood) has been developed to reduce weight, cut cost and simplify construction. At the same time most of the ruggedness of the World War II box has been retained.

Tests of the new crate indicate at least a 25 per cent savings in weight, cost and material when the Armed Forces begin using the improved package.

The new design features an all-purpose top with small joists, a new base and lighter sides and ends.



MOTHER LODE—An Air Force B-29 drops a test vehicle used in the development of new ramjet missile engines.



HOT SHOT—Supersonic folding-fin aircraft rockets are fired by a Delta Dagger at Holloman Air Force Base.

★ ★ ★

NEW LIGHTWEIGHT FLIGHT gear that will give supersonic pilots greater safety, more mobility and increased comfort and chances to survive is being developed by the Air Force.

The redesigned flying suit combines into one three-piece suit the five garments necessary for waterproofing, warmth, cooling and pressure. The suit will float the pilot face-up, even when unconscious, with full gear and in cold water, without undue exposure. It will, furthermore, decrease the bulk of equipment which in turn provides greater comfort and reduces drag in the event of a supersonic ejection from the aircraft.

In addition to the suit itself, helmet, gloves and boots have also been redesigned. The new helmet is structurally stronger and will give the pilot increased visibility and freedom of head movement.

The gloves, made in two parts, pressurize the backs of the hands only, leaving the fingers with the desired dexterity and mobility.

Flight boots have been so designed that they may be fitted to the wearer's foot by means of lacings after which they may be put on or removed merely by zipping them open and closed. Their ability to float will enable the pilot to keep the boots on after ditching a plane over water.

★ ★ ★

A NEW BUG-KILLING WEAPON, a pushcart-mounted insecticide mist sprayer, has been developed for the Army by the Corps of Engineers' Research and Development Laboratories, Fort Belvoir, Va.

The sprayer is primarily designed for use in normal insect control operations by preventive medicine companies, medical service organizations and post engineer personnel. However, it could also be put to non-military use at open air theaters and other night gatherings and around such places as dairy barns, stockyards, garbage dumps, sewage plants and summer camps.

Essentially, the sprayer consists of a gasoline engine, air compressor, insecticide pump and insecticide tank, all mounted on a common base which can be carried on a two-wheeled pushcart. Where the terrain is too rugged for a pushcart, the base-mounted unit can easily be removed and mounted on a jeep or light truck.

THE BULLETIN BOARD

Navy to Train 500 EMs a Year in Science

Up to 500 officers drawn from enlisted grades and trained in the field of science will be added to the ranks of the Navy and Marine Corps annually, under the educational program announced last month by the Secretary of the Navy, Thomas S. Gates, Jr.

Beginning with the school year 1958-9, the first enlisted men entering the program will be enrolled in civilian institutions of higher learning for training in the field of science. Details of the program have not yet been completed, and the names of the colleges and universities which will participate are not yet available.

Navy Football Win over Army Boosts Memorial Stadium Drive

Navy's 14-0 victory over Army's scrappy football squad in November not only cinched the Cotton Bowl appearance for the sharp Annapolis Midshipmen, but also cinched another \$100,000 for the Navy-Marine Corps Memorial Stadium Fund. This amount or more is expected to be the Navy's end of the Bowl proceeds and will be added to the Fund for the new stadium at Annapolis.

On 1 December total funds contributed to the Stadium amounted to \$930,000. \$1,170,000 more is needed.

USS *Lake Champlain* (CVS 39) forged ahead of all afloat units by increasing her contribution to over \$7000. Submarine Squadron Three became the first squadron to average over \$2.00 per man. Contributions are generally picking up from shore stations. Spring carnivals can put the fund close to the goal.

Bids for construction are now out. Decision has been made to build the complete stadium. The Memorial must reach the goal by July 1959.

This is an outgrowth and expansion of NEASP—the Naval Enlisted Advanced School Program. An article on training under NEASP appears in the September 1957 issue of *ALL HANDS* (pp. 16-19). Most recent directives on the NEASP program were discussed in the December 1957 issue, page 52.

Announcement of the mental and physical requirements and other aspects of the new educational program will be made in the near future.

Emphasis in the studies will be placed on mathematics and the physical sciences. It is anticipated that during summer vacation periods, the students will be assigned to Navy laboratories and other scientific establishments to study application of the sciences.

Selection of enlisted men for this higher study will be on the basis of intelligence and character rather than on prior educational status.

Students will receive the pay and allowances of their rates while attending college. The Navy Department will pay the costs of their education. They will be required to remain on active duty for a specified period of obligated duty after completion of training.

Naval officers and civilians experienced in the field of education will participate in the selection process. Those selected will be enrolled in colleges and universities subject to the rules of the institutions concerned.

Tax Deadline Near For Texas Voters

If you're from Texas and plan to vote in the 1958 elections, you must pay the state poll tax before 31 Jan 1958.

The state poll tax is \$1.50 and some counties and cities also levy a tax.

For information on a specific locality, write to the County Tax Collector, county of residence, requesting application form for payment of the state's poll tax.

Revised Tuition Aid Program Enables You to Study Courses Helpful To Your Career

The Tuition Aid Program has been revised to give the Navy a better return on the money invested in it.

From now on:

- Enlisted men must be serving on at least a second enlistment in order to be eligible for tuition aid.

- Courses taken on the graduate level under the program will be limited to study in one (or two) of the following fields—mathematics, physical science, international relations and management.

- Funds will not be available for study on a high school level.

- Tuition aid will not be granted for college undergraduate courses *except* those which are part of a program leading toward a first baccalaureate degree.

- And, when a student withdraws from a course (unless he does so for reasons beyond his control) he will have to repay the money the Navy has put into the incompleting course.

Except for these changes, and a provision that applicants for the program cannot be attending service schools, the revised program, covered by BuPers Inst. 1560.10A, remains about the same as the original one.

Allotments for use in the program will be furnished, as needs dictate and funds permit, to commandants of Naval Districts and certain force commanders. These funds will be spent for the partial payment of tuition for voluntary off-duty courses, taken with commanding officers' concurrence, at approved educational institutions. Only those courses which are taken for credit (including extension credit) will be approved. Correspondence courses are not covered by the program.

The student receiving assistance under the program must pay, out of his own pocket, at least one fourth of his tuition costs, plus all costs other than tuition. The Navy will pay the remaining three-fourths of the tuition costs, unless that three-fourths portion comes to more than \$7.50 per semester hour or \$5.00 per

quarter hour, in which case the individual must make up the difference. In other words, if the total tuition cost for a course were \$12.50 per semester hour, the Navy would pay only \$7.50 (or three fifths of the cost), while the student would have to pay the remaining two-fifths.

To be eligible for the program candidates have to be on active duty, either in the Regulars or the Reserves. They must be career personnel. (Officers must sign agreements to remain on active duty for two years after completion of a course and enlisted men must be serving on at least a second enlistment.) And, they must agree to repay the government for tuition paid in their behalf, if they voluntarily withdraw from a course or courses.

In most cases, there are three steps to be followed by an individual applying for the program.

First—Talk things over with your I & E Officer or other educational counselor concerning the course or courses best suited to your needs, qualifications and educational program.

Second—Apply for admission to the educational institution, or request a statement that you will be accepted. (This step may be omitted if the institution requires no formal admission procedures.)

Third—When you have been notified that you will be accepted, submit a request for approval of funds to the appropriate district commandant or force commander, via your CO. (For a sample letter of request see Enclosure 1 of BuPers Inst. 1560.10A.)

After you have carried out these steps, the rest is up to your CO and the district commandant or force commander concerned.

Pointers on Hospital Personnel Administration in New Course

A new correspondence course, **Hospital Personnel Administration** (NavPers 10734), is now available at the Naval Medical School.

This course is designed for Regular and Reserve officers and enlisted personnel of the Medical Department. The purpose of the course is to familiarize personnel with the basic principles of hospital personnel administration as applied to any industry, and related specifically to the

hospital industry, private or industrial, governmental or armed forces. It serves as an introduction to the primary areas of personnel administration which bear upon the special needs of naval hospitals and emphasizes the recognition of practical variations in personnel policy that are required by the particular situation.

The course consists of five assignments, evaluated at 15 points credit for purposes of Naval Reserve promotion and retirement.

Applications should be submitted on form NavPers 992 (Rev 10/54 or later), with appropriate change in the "To" line, forwarded via official channels to the Commanding Officer, U. S. Naval Medical School, National Naval Medical Center, Bethesda, 14, Md. For summary of enlisted correspondence courses see June 1956 **ALL HANDS**.

Rules and Requirements For Officers Assigned to Combat Information Centers

The Navy, in order to make sure its Combat Information Centers continue to keep pace with the latest developments in guided missile warfare, is taking steps to build up a hard core of experienced CIC and operation department career officers.

Among these steps are measures designed to help the Navy keep better track of officers with CIC and air controller backgrounds, a tightening-up on experience requirements for qualification as a CIC officer or an air controller, and improvements in CIC training for operations officers, such as the new staff-level course at the CIC Officers School, Glynco, Ga.

For some time now, the Chief of Naval Personnel has been ordering as many officers as practicable to the

WAY BACK WHEN

DDs Could Travel, Even in 1907

At 0833 on 6 Jun 1907, six torpedo-boat destroyers started abreast across an imaginary line drawn from the Sandy Hook lightship on a 240-mile race to Cape Charles, Va.

Taking part were *USS Whipple*, 481 tons, trial speed of 28.24 knots; *Truxtun*, same tonnage, trial speed of 29.58 knots; *Worden*, 476 tons, trial speed of 29.86 knots; *Hull*, 449 tons, 28.04-knot trial speed; *Hopkins*, 467 tons, trial speed of 29.02 knots; *Stewart*, 439 tons, trial speed of 29.69 knots.

These ships represented the best of our destroyers. The latest and probably the most efficient of the six was *Stewart*. Her dimensions may be taken as representative of the 16 ships which composed the destroyer

Fleet in 1907. She was 245 feet long, 23 feet 1 inch in beam, and drew 6 feet, 6 inches at normal draft.

When they went across the starting line, each ship, judging from the blowing off of safety valves, was carrying a full head of steam. Although they were credited with trial speeds of from 28 to nearly 30 knots, it was not anticipated that they would average more than 22 or 23 knots over the whole course. This should have brought them into Hampton Roads at about 1800 the same evening.

At 1940, *Worden* crossed the finish line as the winner. Her time, taken by the American Fleet as she passed the Cape Charles light, was 11 hours and seven minutes, averaging 21.6 knots for the distance.

Worden was being closely pressed by *Hopkins* when suddenly, off Hog Island, *Hopkins* broke a propeller strut, and was completely disabled. The propeller thrashed around wildly and tore a hole in the after compartment. *Hopkins* had to signal for assistance. Her after bulkhead held, fortunately, as did her pumps, and with the aid of a line from *Whipple*, she was able to reach Hampton Roads at 0800 the next morning.

Up until the time of the accident, *Hopkins* and *Whipple* had averaged more than 21.6 knots.

It took *Hull* 16 hours, *Stewart* 21, and *Truxtun* 22 hours to cover the 240-mile course.



CIC Officers School. However, the capacity of the school is limited and its graduates need further training and practical experience before they can be considered fully qualified CIC officers. For that reason, the COs of ships and aircraft squadrons to which these graduates are assigned are being reminded that it's their responsibility to make sure these officers get the necessary training and experience, and also, to see that non-school graduates have an opportunity for CIC training.

In addition, the COs of ships and units required to control aircraft are being cautioned to make sure that personnel assigned to control functions are properly qualified. Except under circumstances of actual necessity, only formally designated air controllers are to control aircraft without supervision. The procedures leading to such a designation are as follows:

First—The candidate must demonstrate to a qualified air controller his proficiency in the various types of intercepts and show that he has a thorough working knowledge of all items listed in article 110 of NWIP 31-3.

Second—The examining air controller submits a written statement to the candidate's CO, indicating the demonstrated degree of proficiency and knowledge and including his recommendation as to whether or not the candidate should be designated an air controller. The intercept pilot or pilots employed during the qualification intercepts will also prepare an evaluation of the candidate's work, which will be submitted along with the examining air controller's statement.

Third—Based on the results of these demonstrations, the candidate's CO will, if he considers the candidate thoroughly qualified, write a letter to the individual concerned, designating him an air controller. The original letter will be included in the individual's service record and a copy of it will be forwarded to the Chief of Naval Personnel.

Once an individual has been designated an air controller, that designation will remain valid (regardless of changes of duty station) until there is a break of more than one year in his service in that capacity, in which case he would have to be requalified

and he would also be redesignated.

Because of continuing changes in CIC techniques, procedures, doctrine, tactics and other related matters, CIC officer qualifications will no longer remain valid indefinitely. Thus, for other than air controller qualifications, an officer previously qualified in CIC, but disassociated from it for four years or more, will have to undergo refresher training and/or a suitable operating period in

What About Your Designator —Is It in Your Record?

If you are an enlisted man and are qualified in submarines, you are reminded to use the "SS" designation after your name.

The SS designator should always be used in official correspondence, orders, availability reports, Personnel Accounting System, Shorvey and Seavey Data Cards, requests and, by all means, in your service record.

If you are serving ashore or with afloat units other than the Submarine Forces, you won't be able to return to submarine duty if you do not carry your SS designator.

If, for some reason, your designator has been dropped unofficially, you should check with your local command and ask that it be restored. If this cannot be done locally, you should submit an official letter via your CO to the Chief of Naval Personnel (Attn: Pers-B2131) requesting that your duplicate service record be examined to determine your eligibility and have your SS designator restored.

However, as you know, if you have been disqualified from further submarine duty for any reason other than physical, you are not eligible for restoration of the SS designator.

Those who were physically disqualified and have since requalified are eligible to have their submarine designator restored and can be returned to submarine duty.

Detailed information concerning restoration of SS designators can be found in BuPers Inst. 1540.2C and Article C-7404, *BuPers Manual*.

the Fleet before he can again be considered qualified.

To make sure that proper qualification codes are assigned to individual officers, and to help detailing officers in making assignments:

- Complete information regarding duties performed in CIC must be included in the Annual Qualifications Questionnaire for Active Duty Officers (NavPers 310-W).

- The designation, "Air Controller," will be entered in block 32 of the Officer History Card (NavPers 765) of officers so designated.

- The entry, "Air Controller," will be made in the Roster of Officers (NavPers 353) opposite the names of those officers qualified or in training for this function.

Further details on this subject are contained in OpNav Inst. 1211.2B.

Procedures for Assignment to Military Academy Prep School

Procedures for assigning Navymen to the United States Military Academy Preparatory School Detachment have been modified in connection with the movement of the school to Fort Belvoir, Va.

The procedures apply to enlisted Navymen in the Regulars, or in the Reserves on active duty, who hold letters of appointment to West Point as principals, alternates or competitors. Under them appointees may, upon request to the Chief of Naval Personnel, be transferred to the Naval Receiving Station, Washington, D. C., for further assignment to the Preparatory School, providing they are found physically qualified. (Except for differences in the eye and vision requirements, physical standards are the same for both West Point and the Naval Academy.)

Full medical examinations are to be conducted at the local level and complete reports of these examinations are to be submitted directly to the Adjutant General, Department of the Army, Washington 25, D. C. (Attn: AGPBM). Candidates will not be transferred until final medical clearance has been received from the Army. If they wish, candidates not medically qualified may take the entrance exams at the station nearest to their place of assignment.

BuPers Notice 1301 (of 14 Oct 1957) is the new directive concerning the Preparatory School.

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If Retirement Is Just Around the Corner, Read This

IF YOU ARE A REGULAR NAVY permanent officer, temporary officer, warrant officer with more than 20 years' active service, or enlisted man with 30 years' active service and are contemplating non-disability retirement, this recapitulation is for you. You can find additional information in BuPers Inst. 1811.1A.

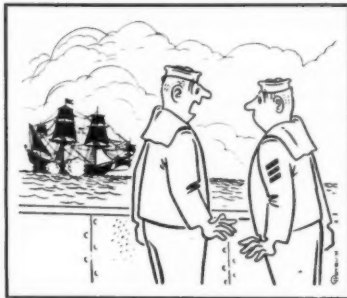
As a general rule, a permanently commissioned officer or a warrant officer, either permanent or temporary, with more than 20 but less than 30 years' service may be retired upon his own request if he:

- Has twice failed of selection for promotion.
- Is within two years of mandatory retirement.
- Has limited usefulness because of being manifestly overage in grade, has poor health, or because continued service is not, because of conditions beyond his control, clearly consistent with the interests of national security.
- Faces personal hardship where retirement would definitely alleviate urgent personal problems involving serious permanent illness of a wife or child, or would actually prevent a positive reduction in the Navyman's financial status.

In addition, consideration will be given to requests by officers who do not fall into any of the above categories, and such requests may be approved under circumstances that are clearly not contrary to the best interests of the service.

All requests for retirement should be submitted at least three months in advance of the desired date of retirement and should read as follows: "Having completed . . . years' active service, it is requested that I be transferred to the retired list of the Navy, effective on the first day of" Enlisted men should submit application for retirement on NavPers 659, if available, if not available, an official letter similar in wording to the above will be sufficient.

Voluntary retirements are effective on the first day of a calendar month; however at the present time an effective date later than that requested may often be specified, in order to provide ample time for orderly relief, or in some cases,



"Quick, call the Captain! I think we're being attacked!!"

completion of current or ordered tour of duty.

Any officer who has been specially commended by the head of the Executive Department for performance of duty in actual combat for an act or service performed before 1 Jan 1947 will, upon retirement, be advanced on the retired list to the next higher grade than that in which serving at the time of retirement. This combat advancement, subject to approval by SecNav, is honorary and carries with it no increase in retired pay.

Following is a roundup of the retirement program for commissioned and warrant officers. It describes the requirements needed to retire under the particular category, the pay you will receive, and your rank on the retired list. Note that in computing pay and number of years creditable for basic pay purposes, it includes all service; whether active or inactive and includes the constructive service for pay purposes authorized for officers of the medical and dental corps. A fractional year of six months or more is considered a full year in computing the number of years by which the rate of 2½ per cent is multiplied.

• 40 Years' Service

Law: Title 10, U. S. Code, Section 6321.

Applicable to: Permanent Regular officers and warrant officers.

Creditable service for retirement: Active duty, commissioned, warrant and enlisted, in the armed forces or Reserve components thereof.

Pay: ¾ of the applicable basic pay of the rank in which retired.

Rank on the retired list: Rank in which serving at the time of retire-

ment, unless entitled to higher rank under the provisions of Title 10, U. S. Code, section 6151, as amended.

• 30 Years' Service (I)

Law: Title 10, U. S. Code, Section 6322.

Applicable to: Permanent Regular officers and warrant officers.

Creditable service for retirement: Active duty, commissioned, warrant and enlisted, in the armed forces or Reserve components thereof.

Pay: ¾ of the applicable basic pay of the rank in which retired.

Rank on the retired list: Rank in which serving at the time of retirement, unless entitled to higher rank under the provisions of Title 10, U. S. Code, section 6151, as amended.

• 30 Years' Service (II)

Law: Title 10, U. S. Code, Section 6326.

Applicable to: Enlisted personnel, and temporary officers and warrant officers with permanent enlisted status.

Creditable service for retirement: Active duty, commissioned, warrant and enlisted, in the armed forces or Reserve components thereof.

Pay: ¾ of the applicable basic pay of the rank, grade or rate in which retired.

Rank on the retired list: Rank, grade or rate in which serving at the time of retirement unless entitled to higher rank under the provisions of Title 10, U. S. Code, section 6151, as amended.

• 20 Years' Service (I)

Law: Title 10, U. S. Code, Section 6323, as amended.

Applicable to: Commissioned officers (including commissioned warrant officers) temporary or permanent.

Creditable service for retirement: Active duty, commissioned, warrant and enlisted, in the armed forces or Reserve components thereof, 10 years of which shall have been commissioned service.

Pay: 2½ per cent times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. Maximum 75 per cent.

Rank on the retired list: Rank in which serving at the time of retire-

THE BULLETIN BOARD

ment, unless entitled to higher rank under the provisions of Title 10, U. S. Code, section 6151, as amended.

• 20 Years' Service (II)

Law: Title 10, U. S. Code, Section 1293.

Applicable to: Warrant officers, including commissioned warrant officers.

Creditable service for retirement: Active duty, commissioned, warrant and enlisted, in the armed forces or Reserve components thereof.

Pay: 2½ per cent times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. Maximum 75 per cent.

Rank on the retired list: Warrant grades held at the time of retirement, unless entitled to higher rank under the provisions of Title 10, U. S. Code, section 6151, as amended.

• Statutory Age

(Except Warrant Officers)

Law: Title 10, U. S. Code, Section 6390.

Applicable to: Permanent Regular officers.

Requirement: All permanent Regular officers below the rank of fleet admiral shall be retired on the first day of the month following the date of attaining age 62. (The President may defer the retirement of any such officer for so long as he considers advisable, subject to the following conditions: (1) the retirement of any

such officer may not be deferred beyond the date on which he becomes 64 years of age, and (2) not more than 10 officers whose retirement is so deferred may be on active duty at any one time).

Pay: 2½ times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. Maximum 75 per cent.

Rank on the retired list: Highest rank, permanent or temporary, held while on active duty.

• Statutory Age

(Women Officers, other than members of the Nurse Corps)

Law: Title 10, U. S. Code, Section 6399.

Applicable to: Permanent Regular women officers.

Requirement: Each woman officer who holds a permanent appointment in a grade below commander shall be retired on the first day of the month following the date on which she becomes 50 years of age. This does not apply to any officer in the rank of lieutenant commander who is on a promotion list for promotion to commander, nor does it apply to any officer while serving as assistant to the Chief of Naval Personnel with the rank of captain.

Pay: 2½ per cent times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. Maximum 75 per cent, minimum 50.

Exception: Women doctors, dentists, veterinarians, and women members of the Medical Service Corps appointed under the laws other than the Act of 12 Jun 1948 or section 5590 of Title 10, U. S. Code, are governed by the same retirement laws as are male commissioned officers of the Medical, Dental, and Medical Service Corps of the Regular Navy.

• Statutory Service

(Except Warrant Officers)

Law: Title 10, U. S. Code, Chapter 573.

Applicable to: Permanent Regular male officers.

Requirement:

(1) **Rear Admiral:** If not selected for continuation after 35 years' constructive service with five years in grade for unrestricted line officers and seven years in grade for restricted line and staff corps officers, shall be retired on the first day of July immediately following the fiscal year in which failed of such selection.

(2) **Captain:** After 31 years' constructive service with five years in grade, shall be retired on the first day of July immediately following the fiscal year in which such service is completed. If unrestricted line or staff corps officer, having twice failed of selection for flag rank, shall be retired on the first day of July immediately following the fiscal year in which 30 years' constructive service is completed. (A small number of unrestricted line and staff corps officers may be continued year by year until they have completed 35 years' constructive service.)

(3) **Commander:** (Except commanders designated for limited duty.) Having been twice failed of selection for captain, after 26 years' constructive service (or 30 years' constructive service if in the Medical Service Corps) shall be retired on the first day of July immediately following the fiscal year in which such service is completed.

(4) **Lieutenant Commander:** (Except lieutenant commanders designated for limited duty.) Having been twice failed of selection for commander, after 20 years' constructive service, shall be retired on the first day of July immediately following the fiscal year in which such service is completed.

(5) **Limited Duty Officers:** After

If You're Back from Sea Duty, Remember the Four C's

Continuing its program to reduce traffic accidents and the needless suffering and expense they cause, the Navy in November launched a special attack on the highway killer, geared particularly toward off-duty personnel. That effort—although aimed largely at cutting down the toll of accidents during the holidays—is still going on, for driving conditions are usually at their worst during the winter months.

The complete figures on 1957 traffic casualties were not available when we went to press, but those of the last few years indicate a trend toward longer and grimmer casualty lists. In 1956, some 7800 Navymen and Marines were admitted to medical facilities as a

result of injuries received in motor vehicle accidents, and about 1000 were lost permanently through death or disabling injuries.

These losses can only be brought under control by the continuous efforts of all hands. So, as part of the special winter-long safety drive, everyone in the Navy is urged to practice *common sense, caution, courtesy and consideration.*

To help emphasize the importance of traffic safety, BuPers Notice 5101 (of 8 Nov 1957), which inaugurated the stepped-up campaign, instructed all commanding officers to acquaint their personnel with the statistics on motor vehicle accidents involving Navymen and Marines this past year.

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30 years' active naval service, exclusive of active duty for training, shall be retired on the first day of the second month following the month in which such service is completed. Lieutenant commanders shall be placed on the retired list on the 1st day of July immediately following the fiscal year in which they have twice failed of selection to commander. (If any officer subject to retirement under the latter provision had the permanent status of a warrant officer when first appointed as an officer designated for limited duty, he has the option, instead of being retired, of reverting to the grade and status he would hold if he had not been so appointed. If any such officer had a permanent grade below the grade of warrant officer, W-1, when first so appointed, he has the option, instead of being retired, of reverting to the grade and status he would hold if he had not been so appointed but had instead been appointed a warrant officer, W-1.)

Pay: $2\frac{1}{2}$ per cent times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. A fractional year of six months or more is considered a full year only in computing the number of years by which the $2\frac{1}{2}$ per cent is multiplied. Maximum 75 per cent. The retired pay of an officer commissioned in the Regular Navy pursuant to Act of 18 Apr 1946, or commissioned in the Regular Navy subsequent to 8 Sep 1939, while serving on active duty as a Naval Reserve Officer, who is so placed on the retired list, shall not be less than 50 per cent of his active duty pay at time of retirement.

Rank on retired list: Rank in which serving at the time of retirement, unless entitled to higher rank under the provisions of Title 10, U.S. Code, section 6151, as amended.

• Statutory Service (Warrant Officers)

Law: Title 10, U.S. Code, Sections 1305 and 564.

Applicable to: Permanent warrant officers.

Requirement:

(1) **30 years' service:** Any permanent warrant officer who has not been selected for continuation, shall be retired on the first day of the month following the 60th day from the date of completion of 30 years' active

Navy Department Gets Its First (Official) Seal

For the first time in its history, the Department of the Navy has an officially sanctioned seal. An Executive Order, recently signed by the President, approved the design.

The central device of the seal remains about the same as those used for more than 100 years and reflects the denomination given in the Act of 30 Apr 1798, which officially established the Department of the Navy.



In the past, seals were patterned after the device used on naval commissions since about 1850. However, no formal adoption of a seal had ever been directed by any Executive Order. Working on a suitable design for such an official seal, the Publications Division, Administrative Office, Navy Department, designed a working model that was approved by the Secretary of the Navy. After this, the design went to the Department of the Army's Heraldic Division, Quartermaster Corps, which handles all projects such as these for the military services. The Heraldic Division prepared the final "working model" for the eventual approval of the President.

One of the important revisions on the seal changed the words "Navy Department," which actually refers to the headquarters in the nation's capital, to "Department of the Navy," which reflects all elements of naval activities.

The design of the new seal was described in the Executive Order in these heraldic terms:

"On a circular background of fair sky and moderate sea with land in sinister base, a three-masted square-rigged ship under way before a fair breeze with after topsail furled, commission pennant atop the foremast, National Ensign atop the main, and the commodore's flag atop the mizzen.

"In front of the ship a Luce-type anchor inclined slightly bendwise with the crown resting on the land and, in front of the shank and in back of the dexter fluke, an American bald eagle rising to sinister regarding to dexter, one foot on the ground, the other resting on the anchor near the shank; all in proper colors.

"The whole within a blue annulet bearing the inscription 'DEPARTMENT OF THE NAVY' at the top and 'UNITED STATES OF AMERICA' at the bottom, separated on each side by a mullet and within a rim in the form of a rope; inscription, rope, mullet, and edges of annulet all gold."

service. Any permanent warrant officer who is so recommended by a board of officers and in the discretion of the Secretary of the Navy may, upon completion of 30 years' active service, be continued on active duty with his own consent, but not beyond the date which is 60 days after the date on which he attains the age of 62.

(2) **More than 18, but less than 20 years' service:** Any permanent warrant officer who has twice failed of selection for promotion to the next higher permanent warrant officer grade, shall be retained on active duty and retired on the first day of the month following the 60th day from the date of completion of 20 years' active service, if he has not by

that time been selected for promotion to the next higher grade.

(3) **More than 20 years' service:** Any permanent warrant officer who has completed 20 years' active service on the date he has twice failed of selection, shall be retired on the first day of the month following the 60th day from the date of his second failure of selection.

(4) Retirement under (2) or (3) above may, in the discretion of the Secretary of the Navy, be deferred in the case of a permanent warrant officer serving on active duty as a commissioned officer and who elects to continue to so serve, until such date as the Secretary may prescribe.

Pay: $2\frac{1}{2}$ per cent times the number of years creditable for basic pay

purposes times the applicable basic pay of the rank in which retired. Maximum 75 per cent.

Rank on the retired list: Warrant officer grade in which serving at time of retirement, unless entitled to a higher rank or higher pay under other law, subject to the member's election.

• Statutory Age/Service (Navy Nurse Corps)

Law: Title 10, U.S. Code, Section 6396.

Applicable to: Officers of the Navy Nurse Corps.

Requirement: Each commander and lieutenant commander of the Nurse Corps who attains the age of 55 years and each lieutenant or officer of lower grade of such corps who attains the age of 50 years may be retired by the Secretary of the Navy on the first day of any month following that in which she attains such age or completes 20 years' active service, whichever is later. For the purpose of determining the eligibility of an officer for retirement under this section, her years of service are computed by adding all active service—(1) under an appointment or contract in the Nurse Corps of the Army or Navy, or Reserve components thereof; (2) as a commissioned officer in the Nurse Corps of the Army or Navy, or Reserve components thereof; or as a commissioned officer of the Air Force or Air Force Reserve designated as an Air Force Nurse; and (3) in the Nurse Corps or the Nurse Corps Reserve abolished by the Army-Navy Nurses Act of 1947.

Pay: 2½ per cent times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. Maximum 75 per cent.

Rank on the retired list: Highest rank, permanent or temporary, in which the officer served satisfactorily while he was on active duty.

• Statutory Age/Service (Women Officers)

Law: Title 10, U.S. Code, Sections 6398 and 6400.

Applicable to: Permanent Regular women officers (other than warrant officers and officers of the Navy Nurse Corps).

Requirement: Each woman officer who holds a permanent appointment in the grade of commander shall be retired on the first day of the month following that in which she becomes 55 years of age or has completed 30 years' active commissioned service, whichever is earlier. Each woman officer who holds a permanent appointment in the grade of lieutenant commander shall, if not on a promotion list, be retired on the first day of July following the fiscal year in which she completes 20 years' active commissioned service.

Pay: 2½ per cent times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. Maximum 75 per cent, minimum 50 per cent.

Exception: Women doctors, dentists, veterinarians, and women members of the Medical Service Corps appointed under laws other than the Act of 12 Jun 1948 or Section 5590 of Title 10, U.S. Code, are governed by the same retirement laws as are male commissioned officers of the Medical, Dental, and Medical Service Corps of the Regular Navy.)

• Statutory Age/Service (Male Warrant Officers)

Law: Title 10, U.S. Code, Section 1263, and section 46(a) of the Act of 10 Aug 1956 (70A Stat. 638).

Applicable to: Permanent male warrant officers.

Requirement: (a) Any permanent male warrant officer who, having completed not less than 20 years of active service, has attained the age of 62, shall be retired on the first day of the month following the date that

is 60 days after the date on which he attains that age. (Example: age 62 attained 15 March, effective date of retirement 1 June.) (b) The separation of any person who, on 1 Nov 1954, is a male permanent warrant officer, and who upon attaining age 62 has completed less than 20 years' active service, may be deferred by the Secretary of the Navy until he has completed 20 years' active service, but not later than that date which is 60 days after the date on which he attains the age of 64.

Pay: 2½ per cent times the number of years creditable for basic pay purposes times the applicable basic pay for the grade in which retired. Maximum 75 per cent.

Rank on the retired list: Warrant officer grade in which serving at time of retirement, unless entitled to a higher rank or higher pay under other law, subject to the member's election.

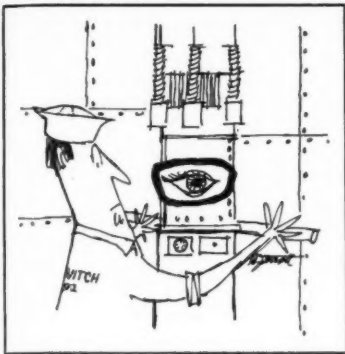
• Statutory Age/Service (Women Warrant Officers)

Law: Title 10, U.S. Code, Section 1255, and section 46(b) of the Act of 10 Aug 1956 (70A Stat. 638.)

Applicable to: Permanent women warrant officers.

Requirement: (a) Any permanent woman warrant officer who, having completed not less than 20 years of active service, has attained the age of 55, shall be retired on the first day of the month following the date that is 60 days after the date on which she attains that age. (Example: age 55 attained 15 March, effective date of retirement 1 June.) (b) The separation of any person who, on 1 Nov 1954, is a permanent woman warrant officer, and who upon attaining age 55 has completed less than 20 years' active service, may be deferred by the Secretary of the Navy until she completes 20 years' active service, but not later than that date which is 60 days after the date on which she attains the age of 60 years.





Latest List of Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature movies available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number.

Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in November.

These films are leased from the movie industry and distributed free to ships and most overseas activities under the Fleet Motion Picture Plan.

The Quiet Gun (929) (WS): Western; Forrest Tucker, Mara Corday.

Badlands of Montana (930) (WS): Western; Rex Reason, Marjorie Dean.

Valerie (931): Drama; Sterling Hayden, Anita Ekberg.

Destination 60,000 (932): Science Fiction; Preston Foster, Pat Conway.

The Young Don't Cry (933): Drama; Sal Mineo, James Whitmore.

A Hatful of Rain (934) (WS): Drama; Eva Marie Saint, Don Murray.

God is My Partner (935) (WS): Adventure Drama; Walter Brennan, Jack Hoyt.

Spoilers of the Forest (936) (C) (WS): Adventure Drama; Rod Cameron, Vera Ralston.

Omar Khayyam (937) (C): Drama; Cornel Wilde, Michael Rennie.

The Night My Number Came Up (938): Drama; Michael Redgrave, Sheila Sim.

Lady Killers (939): Melodrama; Alec Guinness, Cecil Parker.

The Little Hut (940) (C): Drama; Ava Gardner, Stewart Granger.

Shoot Out at Medicine Bend (941): Western; Randolph Scott, James Craig.

No Time to Be Young (942): Drama; Peter Vaughn, Robert Smith.

Sweet Smell of Success (943): Drama; Burt Lancaster, Tony Curtis.

The Man of a Thousand Faces (944) (WS): Drama; James Cagney, Dorothy Malone.

Desk Set (945) (C) (WS): Comedy; Spencer Tracy, Katherine Hepburn.

Man in the Sky (946): Drama; Jack Hawkins, Elizabeth Sellars.

Run of the Arrow (947) (C): Drama; Rod Steiger, Sarita Montiel.

Jeanne Eagels (948): Drama; Kim Novak, Jeff Chandler.

Tip on a Dead Jockey (949) (WS): Drama; Robert Taylor, Dorothy Malone.

Interlude (950) (C) (WS): Drama; June Allyson, Rossano Brazzi.

P. T. Raiders (951): Drama; Richard Attenborough, George Baker.

To Paris with Love (952): Drama; Alec Guinness, Odile Versois.

Shortcut to Hell (953): Crime; Robert Ivers, George Ann Johnson.

Waiver for Yeomen But Not for Long

That sigh of relief that you hear rustling throughout the Fleet is coming from yeoman who got the word that the Navy Mail course requirement for the February examination has been waived.

This waiver was put into effect because there just aren't enough *Navy Mail* training manuals to take care of the number of applicants requesting them.

The courses that are waived for the February service-wide examinations are:

- *Navy Mail*, Volume 1, (NavPers 10221) for advancement to YN3 and YN2

- *Navy Mail*, Volume 2, (NavPers 10222) for advancement to YN1 and YNCA

These waivers, however, only apply to the February exam, since the *Navy Mail* training manual and course will be available April 1958.

Torpedo Retrievers

Out around the waters of San Diego, two boats, called torpedo retrievers, go to sea in fair and foul weather to keep Submarine Flotilla One up to par during submarine training exercises.

The 63-foot boats which can do close to 20 knots, operate with the Flotilla submarines during torpedo firing operations. Their main concern is to track down and retrieve torpedoes fired from the boats.

Hours before a scheduled training



exercise for a submarine, one of the small retrievers heads out to sea. Once in the area where the torpedoes will be fired, the crew makes ready for one of two methods of operation.

During one method the retriever waits in the approximate area that the torpedo is expected to surface. Once sighted it is chased down until it expends itself, then hauled aboard.

The other method employed in picking up the "fish" is put into operation with the retriever underway approximately 1000 yards behind the designated target. Once the torpedo's wake is spotted the retriever tracks it down and picks it up.

Both electrical and manual winches are used in hoisting the torpedo aboard. Sets of rollers, attached to the sloping deck in the cutaway stern of the boat, speed up the operation. As the winch pulls, the torpedo glides across the rollers and up the stern ramp until it is placed completely in the boat. Each retriever has a capacity to carry four 3000-pound torpedoes.

When the operation is completed and the crew has accounted for all the torpedoes fired by the submarine, it then begins its trek back to San Diego harbor. Arriving at the tender, the torpedoes are unloaded and stored aboard the ship.

Each of the retrievers carries a six-man crew of two engineers, two seamen, a cook and a senior petty officer, who is the skipper.

Moroccan Bound? Here Is What to Expect at Port Lyautey

NO MATTER WHERE you pull duty, whether it be continental U. S., Japan, Adak, or Naples, there's always the problem of just plain living, and of paying the rent, the butcher and baker, and of buying the children's shoes.

The purpose of describing living conditions throughout various parts of the world in these pages from time to time is to make available the accumulated experience of those who have preceded you. Not all the information you find here is necessarily relevant to your situation, but there's nothing in the book that says you have to take any advice offered you. You may never, for example, be stationed in Port Lyautey, but here's the most recent information on that location. (A more complete report with changes, will be ready in the near future. When available, the additional data will be reported in ALL HANDS.)

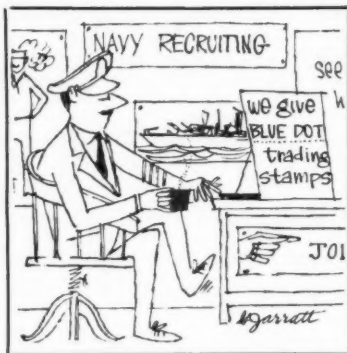
Housing—Most married people find off-base housing in two general areas: Port Lyautey, where most of those living ashore are located, and Medhia Beach, five miles away on the Atlantic Coast. Quarters are limited on the base.

Construction is of the plastered concrete block type, except at Medhia Beach, where some houses are built of wood. Eighty per cent of the housing is apartment type, the remainder are villas. Seventy-five per cent of the apartments have one bedroom, 20 per cent have two, five per cent have three bedrooms. Eighty per cent of the villas have two bedrooms, the others, three.

Since no housing is heated, portable kerosene heaters must be used during the winter months, Africa or not. Electric heaters are too expensive for most budgets. In the older apartments and houses, hot water is only to be found in the bathroom, not in the kitchen. Closets are rare. All housing is damp during the winter rainy season and liable to mildew. No apartment buildings are over four floors high.

If you want housing within a reasonable time, you would be wise to settle for one bedroom less than you are normally accustomed to.

Average rent per month is: one bedroom, \$45 to \$75; two bedrooms,



\$65 to \$120; three bedrooms, \$85 to \$150. Utilities are extra.

Furnishings and Appliances—Almost all of the housing is unfurnished, with neither stove nor refrigerator. The remainder is only partially furnished by U. S. standards; beds, bureaus, divans, tables and basic kitchen utensils are included. Refrigerators and ranges should either be brought from the States or bought from other Americans about to leave the area. Since the cost of electricity is high, most people prefer to buy a small gas range of the two- or three-burner variety. Gas may be bought for \$4.75 for about a month's supply. All off-station electricity is 50 cycle instead of the 60 cycle current common in the States. This means that phonographs and other motor driven appliances must be fitted with adapters.

As soon as you arrive, make application for housing at the Off Station Housing Board. You will be placed on a waiting list, with precedence dating from the date of application. No other priorities are involved except that individuals being transferred from other duty stations outside the continental U. S. with concurrent dependent travel orders will get immediate priority. Authorization for dependent travel is made when a housing contract is signed. It usually takes about six weeks for dependents to transfer from continental U. S. to Morocco. Because of the comparative shortage of housing, these waiting periods may be expected: one bedroom, no waiting; two bedrooms, one to four months; three bedrooms, three to six months. Concurrent travel is authorized for

families with not more than two children for hotel accommodations or one-bedroom apartments.

Household effects will not be shipped until a housing contract has been made. It usually takes one and one-half months for household effects to arrive and there are no facilities to store them at Port Lyautey.

Off Station Pay (not including BAQ)—Enlisted: \$1.90 subsistence per day; \$1.00 commuted rations per day; \$.55 quarters allowance per day. Officers: \$2.60 subsistence per day; \$.75 quarters allowance per day.

On Station Housing—At the present time there are 37 billet housing units and 32 rotational housing units on the base for enlisted families and 41 billet and 19 rotational housing units for officers. Rotational housing is allotted according to a priority waiting list. Eighty-eight new sets of quarters should be completed at this time.

Billet housing for the most part consists of recently constructed units located on the edge of the base. They are of concrete, and built as two-, three-, and four house units. They have: three bedrooms, front and back yards, thermostatically controlled central heating, fully furnished including refrigerator, gas range, beds, mattresses, pillows, rugs and Venetian blinds. Bring your own linens and household appliances such as electric toasters. All base electricity is 60 cycles, the same as standard U. S. current.

Rotational housing, for married enlisted men, consists of half quonsets. These include two bedrooms, a kitchen alcove and a combination living-dining room. Space heaters are provided which can be removed during warm weather months. These units have proven satisfactory—so far. The convenience of base facilities is considered one of the biggest advantages in occupying this type housing.

You may make application for rotational housing upon arrival. However, because of the constant backlog of applicants, you may have to wait from 12 to 18 months.

When an enlisted man or officer moves aboard from off station hous-

ing, he loses his quarters allowance and his BAQ.

Hotel contracts may be made, thus authorizing the concurrent travel of dependents if you have only two children (any age) and are at least an E-4 with four years' service. The minimum cost per month can be estimated at \$90.

Military Personnel Billeting—Officers' quarters include the Senior and Junior BOQs. Since the latter is of recent construction and includes excellent facilities, all single officers live there. Facilities include barber shop, laundry and dry cleaning office, reading lounge and sun decks. The Senior BOQ houses the Officers' Club and Wardroom and is used for visiting personnel.

A transient hotel, of recent construction, is used for billeting transient military personnel and their dependents and civilians.

Enlisted barracks are all of permanent masonry cubicle type.

Navy Exchange Shopping Center—The main retail store carries all items used in day-to-day living as well as many items peculiar to this area and that are needed here. The Ladies' Shop carries a complete assortment of sizes and a large selection of styles in dresses, lightweight coats, jackets, shoes, skirts, sweaters, blouses, and other external wear. The Officers' Uniform Shop carries uniforms and all items of regular stock; special orders are taken upon request. Alterations are returned in five days. Laundry and Dry Cleaning is done at the Navy Exchange plant located on the Base.

The super market is comparable to a good sized Stateside type. Canned goods (including baby food) of all varieties are on hand at all times. Some fresh vegetables are available and milk, eggs, butter and meat are carried. A complete stock of fresh frozen foods from the U. S. is available.

A Beauty Salon is in operation five and one-half days a week. Air conditioned, it is located in the main shopping area. Other Navy Exchange activities include: gas station, native goods shop, barber shops, cafeteria, and terminal snack bar.

Money Matters—Military scrip is the official currency of the Base. Moroccan francs are the only authorized currency ashore in Morocco.

U. S. currency may be exchanged for scrip or francs aboard the Base at the banking facility. Scrip can be exchanged for francs in town at Shore Patrol Headquarters. The rate of exchange is 349.5 francs to the dollar.

The banking facility, which is located in the Shopping Center, renders the following services: conversion of scrip, "green" or checks to Moroccan francs; cashing and selling of traveler's checks, cashier's checks, money orders and personal checks; personal checking and savings accounts in scrip and francs; handles automobile insurance; certain personal loans; telegram service; mail and cable transfer of funds; hotel, air, and steamship reservations; sale of railroad tickets for independent and package tours.

Medical Facilities—A 53-bed station hospital was opened at the beginning of 1955 with facilities for dependent inpatient care and outpatient care within the capabilities of the personnel assigned. Obstetrical inpatient care is available.

Dental care is available to all military personnel by appointment. For dependents, however, only emergency dental care is available. Adequate civilian dental treatment is available in Port Lyautey.

School Facilities—A dependents' school is located aboard the base. It provides six years of elementary school and six years of secondary school. The high school is accredited by the North Central Association of Colleges and Secondary Schools. School buses are operated on a regular schedule to and from the school from points in Port Lyautey, Sidi Yahia and Medhia Beach.



The fee for kindergarten is \$10 per child per month or \$15 for two children per month. It is operated on one-half day classes. Transportation to and from school is provided by the parents.

Religion—There are religious services for Protestant, Catholic and Jewish faiths.

Recreation—The recreation center is located in Building 29. The Special Services Officer is in charge of recreational facilities and programs aboard the Base. Four bowling alleys are available.

Athletic facilities include: a golf course consisting of nine holes and club house. A driving range is located behind the swimming pool; a gymnasium in which all types of sports equipment are available for checkout; handball courts are located adjacent to the gym; four tennis courts are available. Night softball is played at Hoque Field. Leagues are composed from commands in the area; there is also a baseball Little League composed of four teams. Football leagues are made up from commands in the area.

A 50-meter swimming pool was completed in September 1955. A bath house, shower facilities and lawn furniture are available. Located across from the Recreation Center, is an open air roller skating area. Overhead lighting is provided for night skating. Roller skates are available through Special Services.

Beaches are available for wading. (The currents in the area are considered too dangerous for swimming.) The Enlisted and Officers' beaches are located at Medhia Beach. Shotguns are available for skeet range and hunting. Fishing tackle is available for checkout. Special Services has under contract a 60-foot converted sub-chaser which is used for deep sea fishing parties on weekends. A riding stable is available, with rental horses and equipment (both Western and English style saddles).

Movies are shown nightly at several locations aboard the base. WNAA, a local branch of AFRTS, broadcasts daily from 0630 to 2400 and around the clock Fridays and Saturdays. A radio ham shack is located in a quonset hut in the MCB housing area and operated by the station Ham Club.

The hobby shop furnishes tools

THE BULLETIN BOARD

and material for woodworking, carpentry, leatherworking, photography, painting and modelcrafting. Also available are items for sale in conjunction with most hobby crafts. Adjacent to the Hobby Shop is the Hobby Shop Garage. Minor tune-up equipment is available, as are hand tools and a grease pit.

Tours are conducted by the Chaplain's office and Special Services to places of interest in Morocco. Periodic week-end flights are also arranged to Italy and Spain.

Dancing, bingo and movies are featured at the Officers' and Chiefs' Clubs. Meals are served and soft and hard drinks are available. Bottled liquors are sold at Officers' and Chiefs' Wine Messes.

The modern Enlisted Men's Club, overlooking the swimming pool, offers dancing nightly, bingo, soft and hard drinks and cafeteria-style meals. The Officers', Chiefs' and Enlisted Men's Clubs maintain beach clubs at Medhia Beach.

Bus Service—Navy-operated buses run throughout the day via four different routes on the station. Commercial French buses travel between the station and Port Lyautey every 40 minutes. Navy buses run between the station and Medhia Beach at intervals throughout the day.

Mail—Although it is difficult to generalize about mail service from the States to Port Lyautey because of the frequent change in flight schedules, a fair estimate of the time involved is about one week. Parcel Post is sent from New York by ship approximately every 10 days. Transit takes about 10 days.

Transportation to Morocco—Air flights originate from Charleston Air Force Base, Charleston, S. C., according to schedules promulgated by MATS. The trip across normally takes one day. Accommodations are not the best during stopovers, but infants and children are adequately cared for. Sufficient warm clothing is required for high altitude flying, and it is suggested that women passengers wear slacks for the trip. Baggage allowance is 100 pounds for dependent women and 65 pounds for children.

Ships—MSTS runs regularly scheduled transports from New York to Casablanca. The trip across takes from 7-10 days.

Passengers 12 years old and above

are allowed 350 pounds hold baggage, while children under 12 are allowed 175 pounds. Hold baggage is normally considered to be trunks, footlockers, baby carriages, cribs or play-pens. Because of space limitations, the amount of hand baggage which may be kept in staterooms is two bags per person 12 years and above, and one bag for children.

Adults and children six years old and above traveling on a space requirement basis will pay about \$1.75 per day for meals. Infants and children under six years of age will be charged about one-half the adult rate. On those ships having regular laundries, there will be an occasional nominal charge for any laundry done.

Automobiles—Arrangements for shipment should be made through the Navy Supply Depot, Bayonne, N. J. Your automobile is shipped to Casablanca and is picked up by you upon receiving notification of its arrival. It generally takes six to eight weeks for an automobile to arrive. Be sure to comply in advance with instructions issued by NSD Bayonne for preparing your car for delivery.

Overseas shipment of automobiles by enlisted personnel of pay grades E-4 with less than seven years' service, E-3 and E-2, and E-1, must be specifically authorized. Vehicles more than seven years old may not be imported by U. S. Naval personnel into Morocco.

Military personnel and American civilians employed by the U. S. armed forces are allowed, under existing custom regulations, to have during their tour of duty in Morocco, one vehicle per family for which they need pay no customs duty.

Personal liability insurance is required and is available through American and French companies for about \$75 to \$100 a year. Property damage and collision insurance can also be obtained locally. Check on your insurance to make sure it is valid here.

If you are paying for your car on time payments, it is necessary to determine whether your loan agency will object to your bringing your car to this area. If so, refinancing can be made with one of several other agencies.

The necessary documents required by local law for the operation of vehicles in Morocco along with

license plates, name plate and headlight reflector requirements can be found in ComNavActs Instruction 11240.1. Navy Driving Permits must be obtained from the NAS Transportation Department before driving in this area. This applies to dependents as well, who will be issued the same type of permit stamped "Dependent."

Greasing and oil change facilities as well as all engine work and body repairs are available in Port Lyautey. Spare parts and accessories that are not obtainable at the Navy Exchange

Navy JAG Passes You the Word

If you're like most of us, there comes a time in your life in which you find it necessary or desirable to buy an article on the installment plan. Nine times out of ten—or oftener—events proceed according to schedule. You make your down payment, then each month you further reduce your indebtedness until you receive that lovely little hunk of paper which says: "Paid In Full."



It's the tenth time that hurts. In the *JAG Journal* of October 1957, a Navy legal officer, LCDR Nathan Cole, Jr., usn, presents an excellent discussion of installment purchases and also describes the undesirable features of the conditional sales contract. He reminds his readers that it has been found that quite frequently personnel who default on these contracts not only lose the item purchased and the money they have already paid, but are also sued by their creditor for an additional amount.

This, in effect, is what he has to say:

Installment buying probably creates more misunderstanding and hardship than any single form of business dealing. This is generally caused by lack of serious considera-

gas station are usually available at either the AFEX automobile shop at the Air Force in Rabat or at Sidi Slimane Air Base. (There is also the Hobby Shop Garage available.)

The roads are surprisingly good, and your car can be used to good advantage in taking sightseeing tours in this area.

The one Rule-of-the-Road to remember above all other things in Morocco is that in practically all cases, a vehicle approaching from the right (including a bicycle) has

the right of way unless traffic signs indicate otherwise.

Clothing—Blues and Aviation Greens are worn during the winter season from 1 October to 30 April, also, working and dress Khaki when authorized. Khakis and whites are worn from 1 May to 30 September by CPOs and enlisted men. Officers and CPOs are required to have whites for inspections and formal wear. Undress khaki or tropical uniform (with long trousers) is authorized as the working uniform during the summer season. Raincoats are

needed for about four months during the year.

Most military personnel wear civilian clothing on liberty. Bring the type suitable for the climate of Southern California: sports shirts, jackets, slacks and sport shoes. Sufficient heavy clothing is necessary for cold, damp winter weather.

Women should bring dresses appropriate for all seasons—suits and skirts for winter months, cottons and silks for summer months. A couple of dresses that can be used for cocktail as well as afternoon dresses are

Give You the Word on the Ups and Downs of Installment Buying

tion beforehand, over-selling on the part of some concerns and individuals, and lack of understanding of the legal consequences.

The most common form of installment purchase is the conditional sale where, for a small down payment, possession of the property is given to you but the title is reserved by the seller. You must then make payments, usually monthly, and when the full purchase price, plus interest and charges is paid, title is transferred to you.

This procedure enables you to acquire property which you could not get if you were required to pay cash—but frequently you pay dearly for this privilege.

Basically, what happens in such an arrangement is this: You borrow the balance of the purchase price from the seller or from a finance company and repay the money plus interest over a set period of time.



For the privilege of getting possession of the property, to reimburse the lender for the losses occasioned by financing and to protect the lender's interest, you also pay "finance charges."

Interest is regulated by law, but finance charges in most instances are not. You may therefore find

yourself paying 20 to 30 per cent more over a period of time than the actual cost of the article purchased. This is not always the case, but it is something to keep in mind.

The plot thickens if you fail to make your payments on time. Most conditional sales contracts provide that upon default the seller or lender may repossess the property without going through court, may sell the property again and, if the proceeds of the second sale do not



satisfy the balance due, may sue the purchaser for the difference.

You may then find that you have lost the money you have paid, plus the property, and that you have a judgment against you for still more money. Sounds tough, but it happens.

Such contracts have their uses but they should never be entered into unnecessarily or without full understanding of the consequences. A few simple precautions will save you a lot of headaches:

- Never buy anything on time that you do not need. Save your money and pay cash.

- When you are getting ready to buy, shop around. Don't allow yourself to be bullied, dazzled or fast-talked by a salesman into buy-

ing something you find out later you really don't want. Generally speaking, we are now living in a buyer's market. *If you don't buy today, you can usually get the same thing or something better tomorrow or the next day.* Don't accept at face value everything the salesman tells you. Remember, he's trying to make a sale.

- If you *must* finance, try a bank or some private arrangement if possible. You'll get a much better deal. Again, shop around. You don't have to deal with the finance company recommended by the dealer.

- NEVER, no never, sign a contract in blank, regardless of what the seller tells you and never sign one that you have not read and completely understood. Never mind how impatient the salesman appears. If you have any doubts, see your legal officer *before* you sign. Later, you'll only get sympathy.



- Don't figure your pay check down to the last penny in order to buy an article. If an emergency arises you may be unable to make your installment payments and lose both your money and the property.

"Easy payments" are sometimes easy only on the seller. They may not be so easy on your budget.

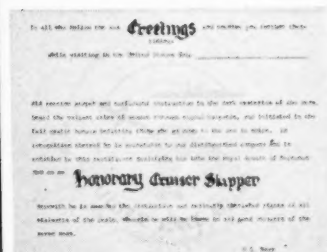
a great help. Sportswear is essential. It is suggested that women bring formals or an evening skirt for the occasional formal dances.

Bring raincoats, rubbers and hats, as well as necessary winter and summer clothing for children. A good supply of children's shoes is a must. Climatic changes from quite cool mornings to warm days and suddenly cool evenings best describe the winter months. Hence, an ample supply of warm clothing is necessary. Generally, blue jeans are the most practical for children and it is advisable to bring several pairs. A plentiful supply of socks is another 'must.'

Appliances—If you expect to live in off-station housing, it is advisable to bring your refrigerator and gas range, provided the refrigerator operates on 110 volt, 50 cycle current and the gas range can be adapted to the use of bottled gas.

Honorary Cruiser Skippers Win Navy Certificates

Not everyone receives proper and sufficient instruction in the dark mysteries of the seas. Nor do they hear the valiant cries of seamen through signal halyards. But



to those who have—move over. Close to 100 more have joined you.

Newest to receive the proper instruction were Norfolk, Va., newsboys who were presented 8 x 10 certificates qualifying them into the Royal Domain of Neptune Rex as Honorary Cruiser Skippers of the Atlantic Fleet Cruiser Force.

While aboard USS Newport News (CA 148), they were serenaded by the band of Com-CruDiv Two, a tour of the ship and dinner with the crew.

The Navy Exchange stocks refrigerators suitable for 50 cycle current and small butane gas ranges at very reasonable prices.

For off-station living, automatic washers are not recommended, inasmuch as quite a few houses do not have hot water and in many cases the electricity is 50 cycle current only. Suggest bringing wringer type only.

The retail Store stocks irons, toasters and other everyday appliances. Personnel living on the station have much more use for electrical appliances in view of the standard U. S. current and the absence of high electricity costs. However, as a rule, all appliances that do not depend for their operation on motors perform satisfactorily on 50 cycle current. As a suggestion, off-station personnel may find a Coleman lamp useful.

Regulations Announced on Heavier-Than-Air and Lighter-Than-Air Rotation

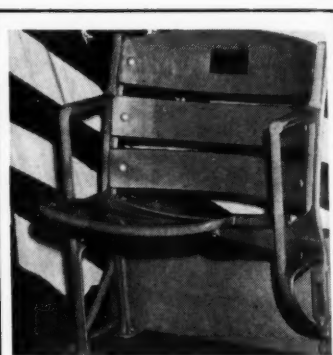
Reserve officers accepted for the Heavier-Than-Air / Lighter-Than-Air Integration Program must now agree to remain on active duty for three-and-a-half, instead of two years after they complete their LTA flight training.

Except for that change, which was announced as part of BuPers Inst. 1540.27B, the HTA/LTA program remains about the same. Since 1949 all pilots entering the LTA organization have come from HTA sources. The new instruction continues that practice.

As dictated by the needs of the service, HTA/LTA qualified pilots will be rotated between HTA and LTA duties in order to maintain their qualifications in both types of flying. LTA pilots who are not qualified in HTA will be governed by these requirements:

- Captains and commanders of the Regular Navy, who declined HTA flight training while serving in grade, may continue to rotate between LTA and unrestricted line (Code 1100) duties. When requesting return to LTA billets they will be considered on the same basis as their dually qualified contemporaries.

- Lieutenant commanders and below, unrestricted and restricted, Codes 13X0 and 15X0, who failed or declined HTA training while serv-



MEMORIAL CHAIR FOR STADIUM—Pictured here is a sample of a memorial chair which can be dedicated and suitably inscribed for any person who has ever served in the Navy or Marine Corps. This type memorial chair may be had for a \$100 donation to the Memorial Stadium Fund. Inscription on the back of the chair will give name, rank or rating and the dates which are desired.

ing in grade, will not be assigned to duty involving flying as a pilot.

- Reserve and temporary officers qualified as pilots in LTA only will be rotated within the LTA organization as required by the needs of the service.

Training classes for LTA pilots are convened about four times a year at the Air Ship Training Group, U. S. Naval Air Station, Glynco, Ga. Each class will consist of Regular and Reserve officers, including flight students who have just completed HTA flight training.

Code 1310 officers must complete a tour of duty in an HTA squadron before they will be ordered to LTA training. For first-tour naval aviators (Code 1310) this means the completion of two years in an HTA squadron before application may be made for LTA flight training.

It is preferred that officers entering LTA training be volunteers. However, naval aviators of the required rank and qualifications will be ordered to this training if that step is necessary to fill class quotas.

Only naval aviators in the grade of lieutenant and below are desired as applicants for LTA training. Applications for HTA training are no longer sought from aviators (Airship).

Some Pointers on Exams and Courses for Officer Promotion

IF YOUR NAME APPEARS ON an Alnav stating you have been recommended for promotion to any rank from lieutenant through captain you'll have good reason for celebration—BUT you will first have to prove to the Navy that you are qualified.

As you no doubt know, to be promoted above the grade of lieutenant (junior grade) on the lineal list you must be:

- Selected by a selection board.
- Found professionally qualified by a board of officers, pending completion of the requirements set forth in BuPers Inst. 1416.1C.
- Found physically qualified.

In addition to the three points mentioned above, you must, if USN, be nominated by the President and confirmed by the Senate for appointment to a higher grade. If you are a permanent USN unrestricted line officer, or a limited duty line officer in the grade of lieutenant or above, you must, if male, have performed at least two years' sea or foreign service after your name was placed on the promotion list for your present grade.

Your promotion finally comes about when a vacancy exists in the grade for which you have been selected. As you can see, it is not always wise to start spending your increase in pay as soon as you find your name on the selection board list.

To establish the professional qualifications of an officer on active duty (except captain) eligible for promotion to grades above lieutenant (junior grade), you must either take a written professional examination or establish entitlement to exemption. This discussion is primarily concerned with the means by which you may be found professionally qualified.

New procedures have been set up so that officers selected for promotion may certify their entitlement to full exemption from written professional examinations. To find out if you are (and how you become) exempt, you should verify the areas and technical specialties of examinations contained in BuPers Inst. 1416.1C. This instruction is not applicable to officers of the Medical, Dental, Medical Service, and Nurse Corps, who will continue to be examined according to procedures established by the Chief of the Bureau of Medicine and Surgery.

It isn't too difficult to find out what courses and schools will exempt you from taking the written examination. Just check the Summary of Professional Requirements listed in enclosures (1), (2) and (3) to BuPers Inst. 1416.1C. Refer to the Summary that is appropriate to your status—USN, USNR, or USN(T)—and fiscal year of selection. Enter the Summary with your rank and designator and note the code numbers of examinations required. Refer to enclosure (4) of the same instruction to see what subjects you are being examined in, what texts the examinations will be taken from, what courses and which schools will exempt you from taking the written professional examinations.

As an example, suppose you are an 1100 LTJG whose name appears on an Alnav stating that you have been recommended for promotion to lieutenant. Enclosure (1) to the instruction states that you will be examined in subjects E-2, E-8 and E-10 in the Executive Area. Enclosure (4) to the same instruction notes that E-2

means that this particular part of the examination will be on the subject of Navy Regulations. Moving over to the next column (under examination bibliography) it says that your examination will be taken from *U. S. Navy Regulations, 1948; Navy Department General Orders, Series of 1948; and Security Manual for Classified Matter, OpNav Inst. 5510.1A*. You're thoroughly familiar with all these publications, of course, so you have nothing to worry about.

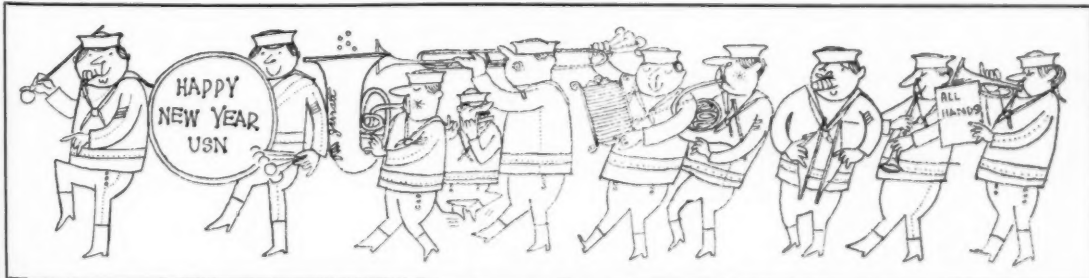
Nevertheless, the next column is the one you've been looking for. This gives you the correspondence course exemptions. If you took both the correspondence courses listed, *Navy Regulations (NavPers 10740-A)* and *Security of Classified Matter (NavPers 10975)*, you are then exempt from the E-2 examination.

The next column (school exemptions) points out that you would also be exempt from the E-2 examination by satisfactorily completing the resident courses of any one of the schools included in List I (also contained in the instruction).

Completion of NROS course 185 contributes toward exemption to the same extent as the correspondence course in *Security of Classified Matter*.

The same procedure is repeated when locating exemptions in the E-8 and E-10 subjects in the *Executive Area* as well as those required in the *Operations and Technical Areas*.

As in most cases, there are exceptions. For instance, some exemptions are listed for Naval Reserve Officers' School (NROS) courses completed by Reserve officers while on inactive duty. Enrollment in these courses is not open to officers on active duty, nor will auditing an NROS course



"Let's get off on the right foot this year with ALL HANDS... Remember to pass this copy on to the next Navyman."

THE BULLETIN BOARD

while on active duty provide exemption.

Examination questions, while based for the most part on the tabulated bibliography, may contain some questions covering important equipment and techniques which are too new to be covered by the bibliography. Material concerning questions along this line has been widely disseminated and the equipment placed into operational use.

In some cases, formal papers are required for certain officers to cover specified subject areas where no school exemption has been earned. In these instances, there is no provision for examinations and papers are mandatory. (See enclosure (5) to the instruction.)

These papers, written in a quality and style suitable for publication in a professional or general circulation periodical, should indicate adequate research and sound interpretation. They may be submitted at any time, but the earlier the better. In any case, they must be submitted no later than a month before examinations are scheduled.

These papers should be forwarded to the Chief of Naval Personnel via your commanding officer and the cognizant bureau or officer. The bureau or office will review the paper and make appropriate recommendation as to acceptability to the Chief of Naval Personnel, by endorsement on the forwarding letter. Upon acceptance of the paper, the Chief of Naval Personnel will notify the officer concerned. This notice of acceptance will constitute satisfactory evidence of qualification in the subject concerned.

If you are selected for promotion and are fully exempt from taking the written professional examination, or if you become fully exempt at any time before the date of the examination, this fact may be certified by following the sample form to be found in BuPers Inst. 1416.2B, Enclosure (3), and sending it off to the Chief of Naval Personnel with your commanding officer's endorsement.

Your commanding officer will review the evidence of entitlement to exemption on its merits. Any of these documents will be accepted: diploma, certificate, or letter of satisfactory completion of appropriate resident



"I grew it from a seed."

or correspondence course, bearing signature of competent authority; certification of satisfactory completion of an appropriate correspondence course, stamped on the last assignment of the course, and bearing the signature of appropriate authority. Facsimile signatures used on proffered evidence of exemption are acceptable, with or without authenticating initials. Partial completion of a correspondence course will not constitute exemption from any portion of the written professional examination.

You are also entitled to full exemption from the written professional examination for a grade in which you have served before on active duty. By submitting a letter or statement of entitlement to full exemption from written professional examination at any time before the date of the examination, you will not be required to appear before a local examining board.

When you complete taking the examinations they will be returned to the Naval Examining Center for grading. Once graded the results will be forwarded to the Chief of Naval Personnel (Pers-B8).

If you are not fully exempt, your examination will be requested from the Naval Examining Center, Great Lakes, Ill., about 60 days after the Alnav appears. The examination will be forwarded to your commanding officer. Within 30 days after the exam is aboard, you will be ordered to appear before a local examining

board. But your commanding officer can delay this time up to 60 days when operating schedules or other circumstances warrant.

In no case, however, will examinations be delayed for the sole purpose of allowing you to establish entitlement to full exemption. Nor will the Bureau authorize a delay in taking the written professional examination in order to allow you to complete correspondence courses for examination exemption.

When you complete the examinations, they will be returned to the Naval Examining Center for grading. When graded, the results will be forwarded to the Chief of Naval Personnel (Pers-B8).

The physical examination applies to all officers and is independent of the professional examination. Report of the physical exam, with the medical examiners' opinion, is made on Standard Form 88 with the original and one copy forwarded to the Bureau of Medicine and Surgery. Final determination of your physical fitness for promotion is made in the Navy Department.

If you have any doubt concerning any phase of the examination for promotion, you may address your question to the Chief of Naval Personnel (Attn: Pers-B8).

More detailed information may be found in BuPers Inst. 1416.2B.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 50—Announced approval by the President of reports of selection boards which recommended male officers of the Regular Marine Corps and

Marine Corps Reserve for temporary promotion and women officers of the Regular Marine Corps for permanent promotion.

No. 51—Gave notice of convening of selection boards to recommend staff corps officers on active duty (except TARs) for temporary promotion to lieutenant commander and lieutenant.

No. 52—Stated that MCM 1951, trial guides and similar material which specifically references MCM 1951 or instructions containing naval policy declarations are not to be used by members of a general or special court-martial (except the president) during trial or deliberations.

No. 53—Concerned distribution of influenza vaccine.

BuPers Instructions

No. 1300.19A—Concerns delegation of control over enlisted personnel distribution and policies to be followed in distribution and assignment of enlisted personnel.

No. 1300.26—Implements those parts of DOD instructions pertaining to transportation and logistic support of dependents in overseas areas.

No. 1301.23A—Explains procedures to be used in effecting transfers of USN and USNR commissioned and warrant officers on active duty to armed services hospitals and medical facilities for treatment.

No. 1306.46A—Sets forth policy for the administration of enlisted personnel in special weapons activities under detailing control of the Chief of Naval Personnel.

No. 1306.66—Lists qualifications and procedures for requesting transfer to duty as technical adviser at Navy Training Publications Centers, Memphis, Tenn., or Washington, D. C.

No. 1710.1E—Establishes basic policies and procedures for the conduct of All-Navy and Inter-Service sports championships.

No. 1920.8A—Outlines procedure for appointment of regular commissioned or warrant officers to Reserve commissioned or warrant officer grades upon resignation from the Regular Navy.

SecNavy Instructions

No. 1210.4—Sets forth regulations governing the designation of Reserve officers for engineering, aeronautical engineering and special duty.

No. 4001.2—Outlines procedures for acceptance of gifts, devices or be-

quests to the Navy for the benefit of institutions or organizations under the Navy Department's jurisdiction.

No. 4050.3—Authorizes submission of applications for shipment of household goods to the most conveniently located activity of the Naval Establishment.

Notices

No. 1412 (22 October)—Announced Naval Reserve promotion zones and tentative convening dates for selection boards meeting in fiscal year 1958 to consider eligible Reserve officers for promotion.

No. 1650 (24 October)—Added two units to list of those eligible for State of Viet-Nam Presidential Unit Citation.

No. 1120 (29 October)—Announced names of personnel recommended for appointment to the permanent grade of ensign, Medical Service Corps, by the 1957 Naval Examining Board.

No. 5101 (8 November)—Presented a compilation of motor vehicle accident statistics for 1956.

No. 1650 (12 November)—Concerned entries to be made in service records of officer and enlisted personnel involved in winning of CNO Aviation Safety Awards for fiscal years 1956 and 1957.

No. 1742 (12 November)—Announced requirements and 31 Jan 1958 deadline for payment of poll tax by those desiring to vote in 1958 Texas elections.

No. 1611 (13 November)—Directed attention to revised instructions governing preparation and submission of fitness reports.

No. 1000 (18 November)—Set forth Change No. 2 to BuPers Inst. 1000.7A, which described programs and opportunities available to naval personnel.

No. 1430 (20 November)—Described advancement opportunities for enlisted personnel.

No. 1418 (21 November)—Announced that Navy mail course required to establish eligibility to advancement in Yeoman rating group is waived for February 1958 exams.

No. 1210 (23 November)—Concerned program for transfer of certain Reserve officers on active duty from unrestricted to restricted line.

No. 5802 (26 November)—Called attention of aliens to requirement that they must report their addresses during the month of January.

HERE'S YOUR NAVY

Thousands of Navymen have done duty aboard a ship that never has gone to sea. The chances of its ever doing so are very, very remote. This, of course, would refer to none other than USS *Recruit* (TDE-1) based at the San Diego Naval Training Center—some 200 yards away from the nearest water.

The idea for a ship within the Training Center was conceived by the Chief Petty Officers who were entrusted with the mission of indoctrinating young recruits in the seagoing aspects of naval life. Construction started in the Spring of 1949 with the work being done entirely by enlisted Navymen.

Recruit, built to the specifications of a destroyer escort on a two-thirds scale, is 225 feet long with a beam of 24 feet. She houses six classrooms on the second deck, three on the main deck. All of the ship except the frames, transverse beams, ground tackle and necessary fittings are made of wood. The wooden three-inch 50 caliber gun mounted forward of the bridge,



points and trains as easily as the standard service model. The anchors, chocks, bits and capstan are also made of wood.

On 29 Jul 1949, with all the ceremony prescribed for the proudest of Navy combat ships, *Recruit* was ready. Crowds gathered and speeches were made. At the first note of the bugle, the commission pennant was broken and the colors and jack hoisted—USS *Recruit* (TDE-1) was "in commission."

The land-locked ship has 29 instructors attached to her, composing the staff of the Seamanship Training Division. They teach classes in general drills, mooring, communications and recognition.

Since a different company makes up *Recruit*'s watch section each night, many new Navymen get their first taste of the proper method of watch-standing as it is done aboard ship.

Every recruit receives a short tour of duty aboard the ship as part of his training. Practical demonstration in subjects formerly delivered in lecture form are made possible through use of the ship's equipment.

ALL HANDS TALK

IN ORDER TO GIVE you a first hand report on the Navy, it's essential that we get away from our desks once in a while and observe the Fleet. Such has been the case in the past few weeks and it seems that the ALL HANDS staff has been spending more time away from their desks than behind them.

In the past month or so, we've made a number of field trips—been to sea in carriers, destroyers and nuclear submarines; visited many of the major naval installations and even flown on the latest types of aircraft.

In the course of these travels we have had the opportunity to talk to a lot of interesting people.

- We met an admiral. He commands one of the great naval bases. He's proud of the training there and takes pride in what the schools at his base are doing. "If only the American people could see what is being done here," he said. We saw the schools and some of their products. He has reason to be proud.

- We met a captain. He was a chief of staff. He told us about the ships of his command. He said they were versatile—killers of submarines, the weapon in being, the weapon of the Navy of today and of tomorrow. He convinced us. He had some mighty strong convincers—about 140 of them, around 2000 tons each.

- We met a lieutenant commander. He was in charge of a school that teaches Navy cooks and bakers to be even better cooks and bakers. We were impressed with the cleanliness, the ingenuity in preparation and the final product. "What we cook looks and tastes good," he said. We tried some—and agreed with him.

- We met a lieutenant junior grade. He was PIO of a naval station. "Come and see for yourself," he said. "We exist to support the Fleet and the schools that send men to the Fleet—but we're doing some mighty fine existing." We saw the schools, the barracks, mess halls, hobby shops, gymnasium and Rec Hall. We concurred, they're doing "some mighty fine existing."

- We met a chief petty officer. "These are certainly wonderful people they send us to train," he said. He was rugged Navy Blue—and doing a 4.0 job too.

- Then, there was a third class petty officer. We didn't meet him but we wanted to. He's Wayne R. Funk, BT3, usn, who was working in a compartment below deck in a DD when a boiler line let go. He chased his shipmates up the ladder. Then, he remained behind to cut the fuel line to the boiler and shut off the quick-close valve. Being the last to come up on deck, he quickly closed the hatch, halted the fuel pumps and shut the main stops on the boiler valves—all in an orderly manner—just as if it were an everyday routine. Witnesses figure the temperature was hitting around 300 degrees—live steam gets hot.

We didn't meet Boilerman Funk, but we'd like to. He's a hero, and a Navyman. Come to think of it, Funk is like a lot of Navymen—almost all of them we believe. They'll answer up when the chips are down.

As we said earlier, we meet a lot of interesting people on our field trips. We thought you would like to meet them too.

The All Hands Staff

The United States Navy

Guardian of Our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance at the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

ALL HANDS the Bureau of Naval Personnel Information Bulletin with approval of the Bureau of the Budget on 23 June 1955, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information and does not by publication herein constitute authority for action. All original materials may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to the magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U. S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. The rate for All Hands is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO addresses for overseas mail); \$3.25 foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• AT RIGHT: NEW Destroyer Pier No. 2 is seen between stern of USS Yosemite (AD 19) and bow of USS Cascade (AD 16), moored to Destroyer Pier No. 1 at Newport, R. I. 'Yo-Yo' is flagship for ComDesLant.

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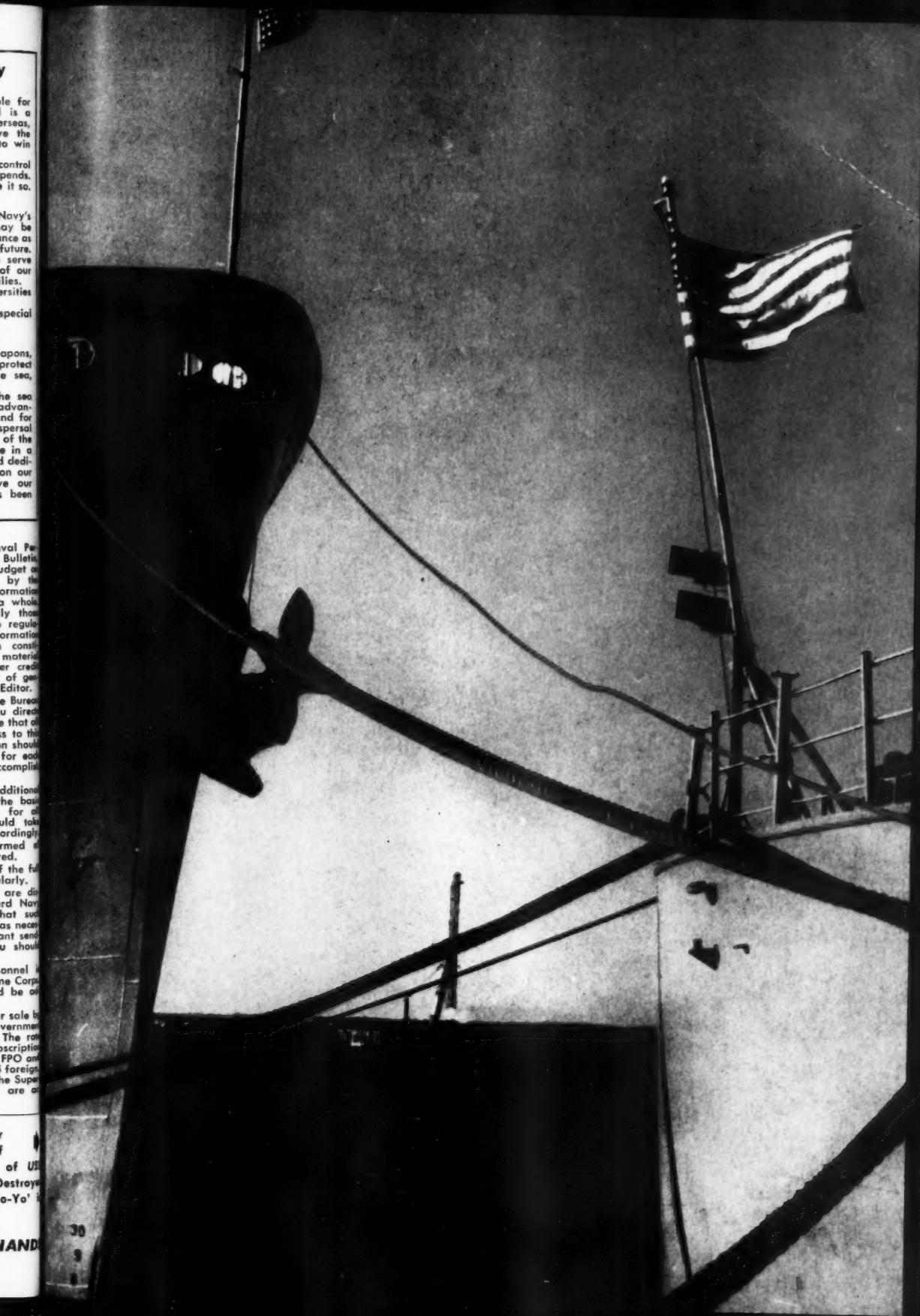
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